CYCLE NEWS®

America's weekly motorcycle newspaper

February 9, 1994: Number 5 (outside the U.S. $2.75) $2.00

Anaheim Supercross

Guess who? Stanton, Ward 2nd & 3rd!

First Ride

Remember the Alamo? Suzuki's all-new RF900R

Plus: National Hare & Hound opener; Parker 400; Mesquite GP and more.

Four-time National Enduro Champion **Randy Hawkins** (Suz) scored the overall win at the opening round of the AMA National Championship Hare Scrambles Series in Fourche Junction, Arkansas, January 30. The runner-up was **Tom Norton** (Kaw), while third place went to defending series champ **Scott Summers** (Hon).

The second day of the final round of the Florida Winter AMA Series at Gatorback Cycle Park in Gainesville, Florida, January 29-30 was rained out, forcing the postponement of the Pro class races. The Expert and Amateur class, however, managed to take to the track on Saturday and the big winner was **Kevin Windham** (Kaw), who topped both the 125 and 250cc A classes. **Adam Bechdal** (Kaw), **Chadwick Shepard** (Suz), **Dwayne Bone** (Hon) and **Chad Kresge** (Kaw) filled the top five in the 125cc class, while **Jim Chester** (Yam), **Barry Carsten** (Suz), Bechdal and **Allen Richard Horne** (Suz) rounded out the top five in the 250cc division. Windham also won both the 125 and 250cc A class championships. The Pro classes have been rescheduled for February 20.

West Coast Speedways, Inc., the operator of the San Jose Speedway at the Santa Clara County Fairgrounds in San Jose, California, has signed a new four-year lease agreement with the Santa Clara County Fair Association, but no motorcycle races are currently scheduled. According to West Coast Speedways, the Santa Clara County Fair Association has taken steps to improve its beleaguered financial situation and has entered into various lease agreements in order to maximize the use of the fairgrounds. The new tenant's operations will ultimately utilize portions of turns one and two of the existing mile race track, thus eliminating any possibility of running the **San Jose Mile**. Earlier reports of an AMA National being held on the San Jose half mile track are also innacurate, according to West Coast Speedways, and no short track races are scheduled. "We are saddened by the loss of the Mile at San Jose. It marks the end of an era," said Rick Farren, president of West Coast Speedways. The Mile will live on in people's hearts and minds as one of this country's premier mile dirt tracks. We are proud to have been a part of a racing legacy so rich in history and tradition. We do, however, support the Fair Association and its attempts to ensure a solid financial future for itself, its tenants and all those who enjoy fairground activities." The first-ever San Jose Mile was held in 1957 and was won by **Joe Leonard**. The final San Jose Mile was held in April of 1993 and was won by **Scott Parker**.

Motorcyclists have put the brakes on a controversial measure in Colorado, according to the AMA. Riders in Colorado have succeeded in convincing legislators to oppose a bill that combined a mandatory helmet-use requirement with a provision designed to force motorcyclists to enroll in the state's no-fault insurance program. The turning point came on January 27 in the House Transportation and Energy Committee. As introduced, the measure would have restricted motorcyclists rights by requiring helmet use for riders of all ages. Since 1977, Colorado motorcyclists have been able to make their own decisions regarding the use of personal safety equipment. In addition, riders would have been forced to purchase expensive coverage to insure themselves against costly injuries inflicted by other motorists, even though accident research shows that a majority of car-bike accidents are caused by the car driver. Motorcyclist rights advocates, led by ABATE of Colorado, the Colorado Motorcycle Dealers Association and the Riders For Justice organization, quickly mounted an attack against the measure, designated **House Bill 1047**. The AMA conducted a mailing to 1855 road-riding members in the state urging them to write letters in opposition to the controversial bill.

Jeff Nichols won the D&S Kawasaki Honda Suzuka 8-Hour Challenge video game contest in Arlington, Texas, when two-time World Champion and current AMA National Champion **Doug Polen** collided with a lapped rider and crashed two turns from the finish. Nichols won a Shoei RF-200 helmet for his efforts. The event raised $700 for the Children's Miracle Network.

The AMA and Prostar Motorcycle Drag Racing have teamed up for a drag racing series in 1994. The **AMA/Prostar Motorcycle Drag Racing Series** will feature competition for a wide variety of sportsman and professional classes, from street bikes competing in bracket racing right up to exotic, nitro-burning top fuel machines. The nine-round series will begin on March 4-6 with the MRE Sunshine Nationals in Gainesville, Florida, and will conclude with the November 18-20 World Finals in Gainesville. In between, the series will visit Georgia, North Carolina, Virginia, Maryland, Indianapolis, New Jersey and Kentucky.

Mikuni American Corporation, located in Northridge, California, suffered severe damage as a result of the earthquake that shook the area on January 17. Extensive damage to the company's office has forced Mikuni to close the office and no phone calls or fax messages are being received at this time. Mikuni hopes to have temporary offices for the carburetor division up and running in their parking lot by February 10. No products can be shipped out of the warehouse until engineers can strengthen the roof of the building. Meanwhile, Mikuni's full-line distributors can assist most customer and dealer requests.

Ohio-based **Sport Cycles Racing** has again been chosen by Yamaha to provide trackside support and be the company's off-road racing team for 1994. The team will consist of **Fred Andrews**, **Duane Conners** and **Terry Cunningham**. Both Andrews and Conners will concentrate on the AMA Grand National Cross Country Series, but will also ride in other selected events leading up to the ISDE. Cunningham will also compete in the Cross Country series as well as the AMA National Enduro Series.

Joe Barton, 69, the former owner of Three Star Sportcycles in Los Angeles, California, died on January 23rd from liver failure. Barton is survived by his wife Irene and two sons, Mark and Fred.

John and Keelie Sparks are offering a privateer rider and his mechanic the opportunity to stay at the couple's home in Smyrna, Georgia, for free on the weekend of the **Atlanta Supercross** on February 26. For more information call 404/436-1064.

Former road racer **Cliff Carr** is planning on attending Bike Week at Daytona International Speedway and he'd like to compete in the AHRMA road races to be held there. All he needs is a motorcycle. The Brit can be reached in England at 0942-719084 (phone) or 0942-728693 (fax).

Rick Doughty and **Mike Lightwood** have been elected to represent AHRMA's western division, while **Mike Kirby** and **Beno Rodi** were reelected in the eastern division. The new trustees take office at AHRMA's annual general meeting in DeLand, Florida, on March 8.

Unipro, the makers of Endura and Endura Optimizer, have signed on as contingency sponsors of the AMA Supercross Series. For more information, call 714/366-0818.

WERA has signed contracts with Sunoco Race Fuels, Michelin Tire, RK Racing Chain and EBC Brakes to be title sponsors for their road racing series. Sunoco will be the title sponsor for the WERA National Endurance Series along with Performance Machine; Michelin will be the title sponsor for the WERA Superstock classes; RK Chain will be the title sponsor for the WERA Formula III Series; and EBC Brakes will be the title sponsor for the EBC Brakes Triple Crown.

Four-time World Champion **Eddie Lawson** drew the winning names of **Bruce Tebo**, **Joel Hermoso** and **Nick Ienatsch** in the Willow Springs Motorcycle Club raffle on January 15. Tebo won a Honda CBR600; Hermoso took home a Budweiser Suzuki GSXR1100 and Ienatsch won the grand prize, a Toyota pick-up truck. WSMC members qualified for the drawing based on their finishes in the 1993 season in 600cc Superstock and in the Toyota Cup Unlimited Formula One Series at Willow Springs International Raceway.

Speedway racer **Robert Pfetzing** has secured sponsorship for the 1994 season from Dianetics, L. Ron Hubbard's self-help book. Pfetzing was sponsored by Dianetics in 1988-89 while he competed in the British League for the Bradford Dukes and then the Wolverhampton Wolves. "I'm really excited about this

PHOTO BY DAVEY COOMBS

Cycle News Rider of the month: Jeremy McGrath

Team Honda/1-800-COLLECT's defending supercross champion Jeremy McGrath was the unanimous choice for the *Cycle News* January Rider of the Month, by virtue of his three consecutive Coors Light Challenge victories. McGrath, 22, is showing even more dominance than he did in his rookie season. With 13 supercross victories in just over a year, the Californian is quickly closing in on Rick Johnson's 28-win total.

McGrath is pictured here performing his "patented" maneuver at the Houston Supercross. You've heard about it for the past month or so, but a picture is worth a thousand words. The move was originated in the bicycle motocross world, and McGrath, a former professional BMX racer, was the first to perform the stunt aboard a motorcycle.

"There's another jump called a 'can-can,' where you bring your leg over and kick it forward," explains McGrath. "With my knee braces, I can't bend my leg far enough to do that one." Instead, McGrath does a variation, kicking his leg to the rear of the motorcycle. McGrath's move, also performed by BMXers, is known as the "nac-nac."

(sponsorship)," Pfetzing said. "I've always had some really good sponsors, but they (Dianetics) were also very involved sponsors. They always came to the races and were always willing to help me in any way possible."

Bob Dron Harley-Davidson Motorcycles, Inc. in Oakland, California, was recently given the top award among Dealernews magazine's top 100 motorcycle dealers in the Unites States and Canada. Candidates are judged on their store layout, floorplan and design, according to Dealernews.

Suzuki has announced a road race contingency program of $681,000 for the 1994 racing season. Suzuki's contingency programs will include the Suzuki National Cup, AMA/CCS Supersport, Endurance and Superbike, and WERA Formula USA and Endurance.

The **Honda Rider's Club of America** (HRCA) will be the title sponsor of the 10-event California Dual Sport Series. HRCA members will get a $5 discount on entry fees. For more information contact Team Dual Dogs at 818/701-1913.

Japan's **Tetsuya Harada**, the 1993 250cc World Champion, will ride a Yamaha France-backed Yamaha TZM250 to defend his championship in 1994. Harada rode a Team Valesi Telkor-backed Yamaha in 1993.

The Silverdome in Pontiac, Michigan, will host the continental United States' first-ever **Pan Pacific Supercross Championship Series** event on Sunday, April 10. The international race, previously staged in Hawaii, will feature 125cc riders from various nations bordering the Pacific Ocean and will share the bill with the inaugural 250cc Pontiac All-Star Challenge. The 250cc portion of the event is expected to attract many of the stars of the AMA Camel Supercross Series, who will be racing in the 10th round of that series in Pontiac on April 9. The Pontiac round will serve as the opener for the Pan Pacific series, with additional races scheduled for India on August 28, Japan on November 13, Indonesia on December 4, and Thailand on December 10.

Those who plan on traveling through Virginia en route to the March 4-13 Daytona Bike Week in Florida, may be interested to know that the **Best Western Kings Quarters Hotel**, on I-95 in Virginia, is offering a special "stopover" rate of $25 for all AMA members. For more information, call 800/495-2473.

TravelCraft is offering travel packages for the Isle of Man TT. The packages include motorcycle rental, ferry transport, hotel and airfare. For more information, call Kathy DeSalvo at 800/241-1223.

The **Motorcycle Asphalt Racing Series** (MARS) will return to Volusia County Speedway in Barberville, Florida, on March 6 for the fourth running of the Daytona Half-Mile. The Daytona round is the first round of the series and will feature 1993 MARS Champion Will Davis.

The National Motorsports Association has announced their major 1994 event dates. The **23rd Annual World Mini Grand Prix** will be held April 8-10 at Las Vegas International Speedway, and the Grand National Motocross Finals will be held August 2-6 in Ponca City, Oklahoma. For more information call 714/855-1602.

Road Atlanta in Braselton, Georgia, will host an AHRMA weekend on July 16-17 that will feature modern and vintage road racing, motocross and observed trials, in addition to a swap meet, and motorcycle show. Team Obsolete will either race or demonstrate several classic motorcycles, including the Jim Redman/Mike Hailwood six-cylinder 250cc Honda, the Renzo Pasolini Benelli 350cc four-cylinder and two MV Agustas (a 350cc and a 500cc) raced in 1957 by Giacomo Agostini.

Road racer **Scott Zampach** recently took part in the Wisconsin Motorsports Charities Recognition Banquet. "The Ranch in Menomonee Falls, Wisconsin, is a rehabilitation center for handicapped adults that serves 188 individuals on a daily basis," Zampach explained. "The fund-raising dinner and autograph session raised $35,000, and I felt very honored to be a recognized racing celebrity for the sport of motorcycling."

The **American Motorcycle Institute** (AMI) will hold its fifth annual Brute Horsepower Shootout at its campus facility near Daytona International Speedway on March 8-11. Entrants will compete for over $15,000 in cash and prizes. AMI will use its new Dynojet Dynamometer to determine the horsepower of each entrant's motorcycle, and the champion will be crowned on March 11. AMI is also opening its shop and dynamometer facilities to all racers competing in the races during Daytona Bike Week. For more information contact Bruce Brahms at AMI at 800/874-0645 or 904/255-0295.

Dr. Bigger: If the Kawasaki KLR650 isn't big enough to suit your dual sporting needs, then you'll be interested in Suzuki's new dual sport bike that will make its debut in Europe this year. The machine is the Suzuki DR800S, which features a 779cc, single-cylinder, SOHC, four-valve, air-cooled engine. It has a 6.24-gallon gas tank, and a claimed dry weight of 407 pounds.

With the AMA Supercross Series now three races old, only three riders have led laps in a main event. Team Honda/1-800-COLLECT's **Jeremy McGrath**, who won all three rounds, has led an amazing 42 laps of a possible 60. Team Noleen/Sizzler/Yamaha rider **Larry Ward** is next with 13, and Team Yamaha's **Jeff Emig** has led five.

Former National Enduro Champion **Kevin Hines** has reportedly split with Husqvarna and is embarking on his own business venture. Hines was unavailable for comment, but sources say that he and Colorado Six-Days vet **Kevin Davis** are joining forces to import Hondas. The stock CRs will be modified for enduro use in Italy, and these machines will be imported into the States by the two Kevins.

Washington's **John Sperry**, the reigning Castle Rock TT Open Amateur class champion, is currently recovering from neck surgery necessitated by a crash in late 1993. Cards and letters may be sent to Sperry at 5110 N.E. 123rd St., Vancouver, WA 98686, 206/574-8764.

BORN: Kimberly Danielle Olgee, daughter of AMA/WERA racer Charles Olgee and his wife Monique, on November 16, 1993, in Yonkers, New York.

AUTOGRAPH SIGNING: At Escondido Cycle Center in Escondido, California, February 4. Team Suzuki riders Brian Swink, Phil Lawrence, Ezra Lusk, Damon Huffman and Jimmy Button are scheduled to appear from 6:00 to 7:30 p.m.. For more information, call Jim Knapp at 619/745-1615. These same riders are also scheduled to appear from 6:00 to 8:00 p.m. at Honda Suzuki West in Tampa, Florida, February 11. For more information, call Don Nicolini at 813/968-7888.

MOVED: MC Concepts, a precision machine and service shop, to 4013 Taylor Rd., Loomis, CA 95650. The new phone number is 916/652-4985.

MOVED: Ride For Kids Foundation, Inc., to 6350 B McDonough Drive, Norcross, GA 30093. The new phone number is 404/449-0789, FAX 404/449-9065.

APPOINTED: Sims & Rohm Performance Products of Yuba City, California, as a distributor of Torco oil products. For more information call 916/674-9123.

RENEWED: Holoubek, Inc.'s licensing agreement with Harley Davidson. The Milwaukee, Wisconsin-based garment company signed a five-year agreement with Harley-Davidson to provide dealers with apparel ranging from T-shirts to baseball hats. Holoubek is one of only three companies to be licensed by Harley-Davidson, according to Tom Parsons, director of trademark licensing for Harley-Davidson.

PROMOTED: Susan A. Tyers, to vice president of administration of Phoenix International Raceway in Phoenix, Arizona; and Stephen E. Des Georges to vice president, corporate development and communications, by track owner Emmett "Buddy" Jobe.

MOVED: Ajax Kawasaki, to a new facility at 8417 S. Interstate 35, in Oklahoma City, Oklahoma.

ACQUIRED: Camshaft Machine Company of Jackson, Michigan, by Crane Cams of Daytona Beach, Florida.

MOVED: Grand Prix Imports, a company specializing in used, two-stroke race bike sales and accessories, to 3348 Dumas Street, San Diego, CA 92106. The phone number is 619/226-2698.

APPOINTED: Dave Camp, as Tucker-Rocky's branch manager for their Texas branch, based in Irving; Earl Stovall as Tucker-Rocky's sales representative for New Mexico, southwestern Colorado and the greater El Paso, Texas, area; and Michael Farrar as the Tucker-Rocky sales rep for the San Diego, California, area.

HIRED: Don Hough by Mile Hi Motorsports. Road racer Hough will direct Mile Hi's Motorsports Engine Services in the building and maintenance of high-performance motorcycle engines for racing and street applications. In addition, Hough will ride a Mile Hi Motorsport-prepped superbike in selected local, WERA and AMA Nationals during the 1994 racing season.

PROMOTED: Matt Benson, to the position of communications and advertising director of the American Historic Racing Motorcycle Association (AHRMA). Benson was formerly an editorial coordinator for AHRMA.

HIRED: T.J. Ashby, as administrative assistant for the American Historic Racing Motorcycle Association.

CORRECTION: The contract between Rob Muzzy and U.S. Tsubaki is a renewal, and not a new contract, as was previously reported.

ENGAGED: Team Suzuki motocrosser Jimmy Button, to girlfriend Brandy Harvey. The couple plans to wed in October of 1995.

BORN: Rollo Owen Luck, to Xtreme owner Bill Luck and his wife, Shawna, on Friday, January 14 in La Jolla, California.

STOLEN: Brian Bankston's 1993 Honda CR125, VIN JH2JE0100PM401501, and a 1994 Honda CR125, VIN JH2JE0104RM500793, from the Holiday Inn Astrodome parking lot at the Houston Supercross, January 22. Call 501/646-7377 with any information.

PROMOTED: Donnie Luce, to the position of Sales Manager, at White Bros. Luce was formerly a field sales coordinator for the company.

APPOINTED: Scott Heath, as press relations manager for Yamaha Motor Corporation, U.S.A.'s motorsports group. Heath replaces Mike Wilkinson, who after 15 years at Yamaha has resigned his position to develop his own business.

Continued on page 55

Lawson to defend title in Daytona 200

Four-time World Champion Eddie Lawson will again come out of "retirement" to ride a factory Yamaha YZF750 in the Daytona 200 on March 13. According to sources close to Lawson, the Californian's team will be a joint effort between the Yamaha factory in Japan and Yamaha Motor Corp. U.S.A., and will most likely not be tied to the Vance & Hines team with whom Lawson won last year's Daytona 200.

Lawson won last year's 200 miler after a near race-long battle with Muzzy Kawasaki's Scott Russell. Team owner Rob Muzzy is looking forward to again competing against Lawson.

"I'm glad to hear it," Muzzy said when told of the news. "We'd like to race him again. It'll be a terrific race."

CYCLE NEWS

America's weekly motorcycle newspaper

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Sharon Clayton, *President*
Michael Klinger, *Publisher*

Editorial
Paul Carruthers, *Editor*
Kit Palmer, *Associate Editor*
Donn Maeda, *Associate Editor*
Chris Jonnum, *Associate Editor*
Scott Rousseau, *Assistant Editor*

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Stacey Guest, *Graphic Artist*
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Carol Begovic, *Dealer Coordinator*
Kim Mazenko, *Data Entry Coordinator*

Service and Support
Chris Aitcheson, *Headquarters Receptionist*
Leonard Herring, *Service and Support*

National Headquarters
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (213) 636-8844.
FAX (310) 427-6685

Eastern Office
4188 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(404) 934-7850. FAX (404) 934-3112

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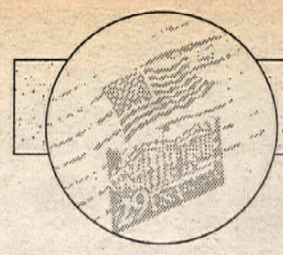


VOICES
Letters to the editor

Day Six 1

Kit Palmer's attitude is out of place regarding the team slots for the Six Days in Oklahoma (Day Six, Issue #3). Additional quality riders who can help their overall country award totals are plentiful. Also, the friends brought along can help at all pits to reduce the load on team members. Many riders will contest because out-of-pocket expenses make the event affordable. In years past, riders who could afford to go were not necessarily the best, and many slots ultimately were left open at selection time by changed minds or light wallets.

I, too, have always dreamed of qualifying, but now am too old and too slow. I will concentrate on helping a rider twist the throttle WFO by helping fund the effort and by working in the team pits. I would suggest Palmer do likewise to accentuate the positive and work for a great turnout.

Lee Hillman
Hazard, KY

Day Six 2

This letter is in response to Kit Palmer's Day Six column about the ISDE in issue number three. Being an avid Six Days fan and past ISDE rider, I can understand Kit's feelings. The idea that all USA riders may get to wear the traditional blue and white striped helmet at this year's Six Days in Tulsa without going through the traditional qualifying procedure, lessens the value of this prestigious helmet. In addition, the sense of accomplishment one gets through earning the helmet, not buying one, is lost.

I also grew up watching Malcolm Smith and the Penton clan compete in the Six Days, and I was fortunate enough to attend the 1973 ISDT held in the Berkshires of Massachusetts at the age of 13.

Upon returning from Massachusetts, I promptly painted my orange Bell 500TX with the traditional blue and white stripes. However, a year later, when I started competition, I put that helmet on the shelf and vowed to earn a real one some day. After 13 years of adding several helmets to my shelf for New England enduro, hare scrambles and motocross championships, I qualified for the 1986 ISDE in Italy. My helmet shelf was complete, and each one was earned.

I am in agreement with Palmer's comments about allowing only the Trophy Team and Club Team members who have ridden the qualifier series to wear the traditional helmets. My suggestion is that the remainder of the team could wear blue helmets with a USA or flag emblem, but save the stripes for the riders that have earned them.

Alan Wickstrand
Redondo Beach, CA

Wickstrand, son of two-time AMA National Hillclimb Champion, Carl Wickstrand, earned a Silver Medal at the Italian Six Days in 1986. Alan is currently a manufacturing engineer at the McDonnell Douglas plant in Long Beach, California. His current project involves designing the tailcone section of the new C-17 Globemaster III cargo plane...Editor.

Day Six 3

I would like to compliment Kit Palmer on his editorial "Day Six" in the January 26, 1994 issue of Cycle News.

As an executive in the motorcycle industry I am both a fan and a friend to many ISDE riders. In fact, through sponsorship, I have helped many riders qualify for the ISDE and have even seen a few top riders miss by a few points.

As an off-road rider, I, too, have fantasized of qualifying for and riding in the ISDE. Unfortunately, all the heroes who qualify for the ISDE have an unfair advantage over me...they use skill, something I lack. Like Palmer, I just wouldn't feel right wearing the coveted "skunk" helmet just because I can afford a $500 entry fee in Oklahoma.

Tulsa Trail Riders have every right to sell all of the entries they can. However, I hope the AMA decides on some way to keep the skunk helmets for the riders who really earn them, not simply those who can afford them.

Joe Colombero
Brea, CA

Prime Time?

As a motorcycle enthusiast and racing fan, I want to express my disappointment in finding out that the Prime Network is continuing to get the majority of the television coverage for the 1994 AMA U.S. Superbike National Championship.

In 1993, Prime Network had scheduled various motorcycle road races to be broadcast on certain dates and times as announced by national and local publications, but what we got instead of the races was minor league baseball card trading, minor league games and other events that were not scheduled to be on at those times and dates (Thursday nights). Numerous calls to my cable company led nowhere.

We in Phoenix, the people who want motorcycle road racing to get the recognition it deserves, feel cheated! In fact, we paid for shows we never got to see. The sponsors of the series should feel cheated and every fan who loves motorcycle road racing should feel cheated.

Thanks for nothing Prime Network.

Jose Obando
Phoenix, AZ

Sans san

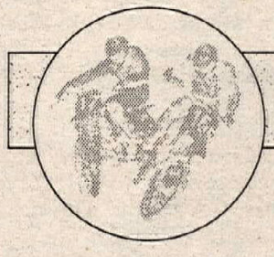
In the January 19 issue, Alan Cathcart tests the 1993 250cc World Championship-winning Yamaha TZ250 that Tetsuya Harada rode so convincingly in his debut season. In one paragraph, Cathcart refers to "GP development engineer Ichiroh Yoda." In the same paragraph , he calls him "Yoda-san." Then, in the very next paragraph, he calls him "Ichiroh-san."

Now wait a minute - it should be one or the other. Oh, well. Born to gripe. An excellent newspaper, overall.

Steven Aucella
Marshfield, MA

The cold New England weather must be keeping you inside too much, Aucella-san. The correct way to address Yamaha's Mr. Ichiroh Yoda would be "Yoda-san"...Editor.

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.



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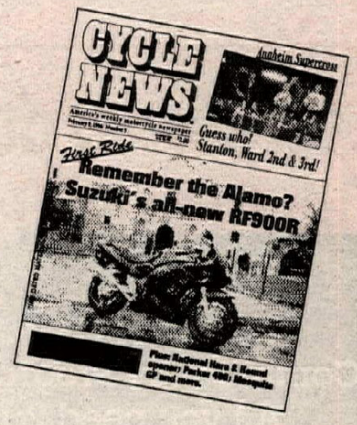

ON THE FRONT COVER

Cycle News gets a ride on Suzuki's hot new RF900R. See page 16. Photo by Tom Riles. Inset Photo: Jeremy McGrath once again took center stage on the victory podium at the Anaheim Supercross. Coverage begins on page 6. Photo by Kinney Jones.

With over $690,000 posted, this year's Road Race Contingency Program is hardly a gamble.

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THE 1994 HONDA ROAD RACE CONTINGENCY PROGRAM.

Stanton, Ward finish 2-3...

(Left to right) Runner-up Jeff Stanton, winner Jeremy McGrath and Larry Ward celebrate on the podium. For McGrath, it was his third-straight win.

By Chris Jonnum
Photos by Kinney Jones

ANAHEIM, CA, JAN. 29

...And oh, yes - Jeremy McGrath won again, but isn't that pretty much a given these days?

For the third time in as many weeks, McGrath made it look easy as he rode to victory in a Coors Light Challenge, proving that nobody - or no *thing*, for that matter, including an earthquake - can stop him when he feels like winning. This week's version of the "McGrath stomp" was performed at the Team Honda/1-800-COLLECT rider's "hometown" venue, Anaheim Stadium, just 50 miles from his house in Murrieta, California. Though it was the same facility where McGrath had earned his first-ever win just one year and six days earlier, the stadium had a slightly different look to it this time around as a large section of seats sat vacant, scarred by the January 17 trembler that devastated much of southern California. McGrath, now 22, didn't appear to be affected at all.

"That's the whole idea," responded McGrath, when accused of providing a boring race. "I've been riding every day lately, and I'm faster now than I've ever been. I think it would be really neat to win all 15 rounds, but I doubt if that will happen. Right now, I'm just worrying about each race."

Not only did McGrath continue his perfect record in the 1994 AMA Supercross Series, but his primary competition suffered a major setback. The third time was definitely not the charm for Mike LaRocco, who had turned in impressive runner-up finishes at the first two rounds and appeared to be the only rider with a shot at dethroning the defending champ. Misfortune struck the Team Kawasaki ace, as he was forced out of the main event when he cased his KX250 on a triple jump, breaking his crankcase and seriously impairing his chances for the supercross crown. The 500cc National champ will now have to overcome not only McGrath, but a 30-point deficit if he is to claim the title.

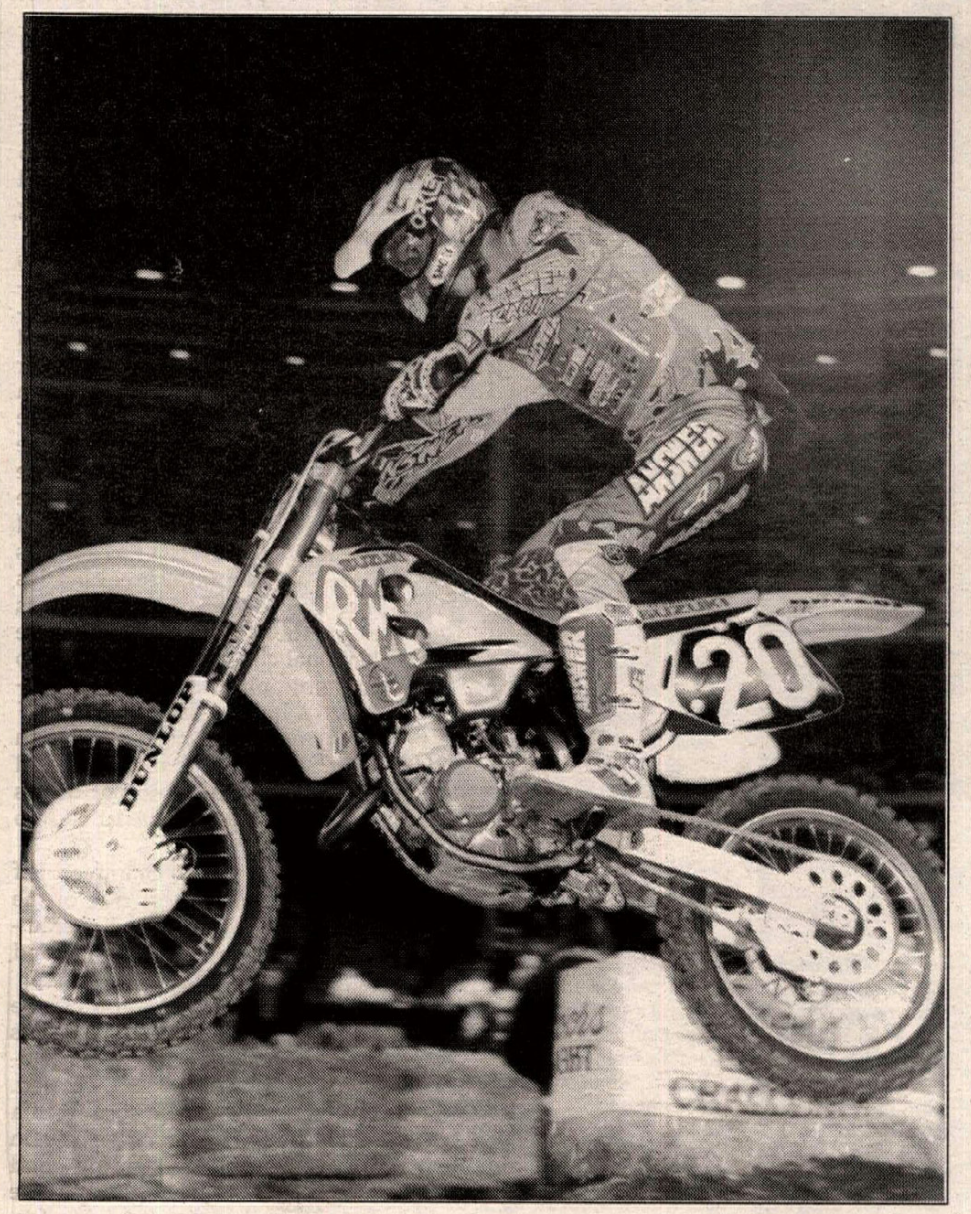
"That's not what I needed," said a dejected LaRocco after the race. "I'd much rather be in the thick of things than starving for points. All I can do now is win."

Three-time supercross champion Jeff Stanton turned in his best ride of the year, finishing a steady second overall - even if he was over 15 seconds behind his Honda/1-800-COLLECT teammate.

"I'm about as happy as you can be (with second place)," said Stanton. "It's like (the difference between) a handshake and a kiss. I'm not too worried. My shoulder's still a little sore from a crash last week in Houston. I've been in this position before. He's riding good right now; I've just got to get up there and contest him and keep driving forward."

Also posting his best result of the year was Team Noleen/Sizzler/Yamaha's Larry Ward, who finished in third place. Ward pulled the holeshot for the third week in a row, but unlike last week, he didn't fade as the race wore on.

"Sure, I trained - lots of cheeseburgers and Twinkies," joked Ward, when asked if he had stepped up his training program during the week. "Actually,



(Left) Jeff Emig (6) led early in the main; Jeremy McGrath (1), Larry Ward (11) and Jeff Stanton (5) pursue. (Below left) Damon Huffman dominated the 125cc class, winning his heat race and the main by large margins. (Below) Mike Kiedrowski advanced from a poor start to finish fourth, his best result of the season.

I've been training pretty hard all along. I think it's more a matter of getting used to running near the front. It's more mentally tiring than physically, really, because there's so much going on. Every week I get a little better, so I'm pretty happy."

Mike Kiedrowski was yet another rider to count Anaheim as his best ride of the season, moving up from a 10th-place start to finish in fourth. The Kawasaki factory pilot appears to have shaken whatever it was that affected him for the first two rounds, though for the third-straight week he had to advance to the main via a semi.

"I felt a little better - more confident," said Kiedrowski. "I got a bad start and started working my way up. The track was pretty easy, and everyone was jumping everything, so it was kind of hard to pass."

After leading the first four laps, Team Yamaha's Jeff Emig slipped to a fifth-place finish, while Yamaha privateer Jeff "Chicken" Matiasevich turned in an inspired performance for sixth. Rounding out the top 10 were Honda/1-800-COLLECT's Steve Lamson, Suzuki's Brian Swink, Yamaha's Michael Craig and Honda/1-800-COLLECT's Doug Henry.

McGrath's win extended his points total to a flawless 75, while Stanton moved up to second with 58, 17 in arrears of the champ. Emig sits third with 50, while Craig, LaRocco and Lamson all share 45 point totals.

In round two of the 125cc Western Regional Championship Supercross Series, Suzuki's Damon Huffman extended his points lead with an easy victory over Team SplitFire/Hot Wheels/Kawasaki's Pedro Gonzalez. Honda of Troy's Craig Decker finished third, his best-ever finish in a supercross.

250cc

While both the 250 and 125cc main events were runaway affairs, a fair amount of close racing was provided in the heat races and semis. The first 250cc heat saw Lamson pull the holeshot ahead of Stanton, and the two teammates held their positions from start to finish, unaware of the crowd-pleasing battle behind them. Doug Dubach held down third on lap three, but Kiedrowski, Henry, Matiasevich and LaRocco were involved in a dice that carried them past the former factory Yamaha rider. Henry eventually secured third place at the finish, while Matiasevich took fourth, and the others moved on to the semi.

Craig led the early going of heat number two, but McGrath soon moved by and pulled away to an easy win, performing his patented "nac-nac" maneuver over the triples on the final lap. Emig passed his teammate for second, with Craig third and Swink fourth.

Kiedrowski easily won the first semi ahead of Yamaha privateer Jeromy Buehl, with LaRocco working up from yet another poor start to finish third. Kawasaki privateer Mike Chamberlain took over fourth when Dubach ran into a lapper and crashed, and Honda privateer Grayson Goodman was fifth.

A couple of Larrys - Ward and Brooks - led the first few laps of semi two, and it appeared that it would be a Sizzler 1-2 finish until Brooks came up short over a triple and went down hard. Brooks was knocked unconscious, laying motionless in the following turn for over a minute, while track workers directed traffic around him.

"I saw the third jump coming, and knew I was going to be short," said Brooks afterwards. "I grabbed a handful to try and make it over, and after that I don't remember anything. I got back to the pits and Clark (...Jones, Noleen team manager) goes, 'Okay, we're going to have to ride the last chance.' I thought for a second and said, 'Which way does the first turn go, again?' My shoulder's sore, but I'll be okay for San Diego (February 5)."

KTM's Cliff Palmer took over second, ahead of Noleen/Sizzler/Yamaha's Kyle Lewis, privateer Shaun Kalos and Suzuki support rider Denny Stephenson.

Kawasaki-mounted Buddy Antunez, competing in his first supercross of the year, won the Last Chance Qualifier, while the popular Dubach grabbed the final transfer to the main with a second-place finish.

Ward pulled what is quickly becoming a familiar holeshot in the 20-lap main event, with Emig and McGrath in his wake. Stanton was fourth and Matiasevich sixth. Swink, LaRocco, Kiedrowski and Lamson were all mired in the pack.

"Right before the gate fell, I kind of revved it and lurched a little bit, and I got a lot of guys to hit the gate," said Emig.

"I went too early, and my front

Round 3: Anaheim Stadium

wheel hit the gate," said Lamson. "I pulled back and the gate fell, and I got like a last-place start. After that, I just started passing guys."

Emig jumped by Ward near the end of lap one, and McGrath snuck by in the next turn. The champ soon made a bid for the lead in a turn, but Emig blocked him on the exit. McGrath tripled a section that most riders - including Emig - were doubling, and took over the top spot. There is no love lost between McGrath and Emig, and the Yamaha rider wasn't about to give up without a fight. He pulled up alongside McGrath on a straight that included a triple and a rhythm section, and forced his way by in the following turn.

"It felt good to lead," said Emig. "When McGrath went by, I just went, 'Errrggghhhh!' I *had* to pass him back."

"Whenever I pass Emig, he gets all charged up," said McGrath. "I just let him pass me, because he rides stupid, always cutting me off and stuff. He was going fast, but he's a dick."

LaRocco disappeared from the running after completing just one lap, his season taking a distinct downturn.

"I thought I was in a pretty good position to do well," said LaRocco. "Then I cased it and something broke, and I heard gears grinding and stuff."

The top four - Emig, McGrath, Ward and Stanton - circulated the track in a tight group, but all appeared to be riding cleanly. At one point, Ward and McGrath came into a corner together, but avoided contact and maintained their positions.

"I saw Larry out of the corner of my eye," said McGrath. "He could have stuffed me, but he didn't."

McGrath used the same triple to jump past Emig again on lap five, this time looking back at his rival as he went by in the air. For all intents and purposes, the race was over from that point on as McGrath quickly pulled away to a huge advantage. Stanton got by Ward on lap four and Emig on lap seven, and the field began to spread out.

Emig stalled his motor in a corner on

(Above) Despite an earthquake-damaged stadium, 43,938 turned out at Anaheim. (Right) James Dobb (30), Pedro Gonzalez (86), Jason McCormick (45), Donald Upton (59) and Butch Smith (710) struggle for position in the first turn. Gonzalez was second in the 125cc class.

Briefly...

With just one-fifth of the 15-round season in the record books, the title already appears to be **Jeremy McGrath's** to lose, but appearances can be deceiving. In 1989, Team Honda's **Rick Johnson** won the first five races of the season, only to suffer what later turned out to be a career-ending wrist injury. Johnson's teammate **Jeff Stanton** moved in to take that crown. As it stands now, Stanton would again be the rider to take over the reins if his Honda/1-800-COLLECT teammate were to slip up.

Ty Davis, the 1990 125cc Western Regional Supercross Champion who has switched to off-road racing, returned to his supercross roots at Anaheim, racing a KX125 in the 125cc class. "This is the first time I've ridden a 125 since 1990," said Davis. "I have nothing to lose - I'm just out here having fun." The Team Green rider used an eighth-place finish in his heat race to transfer to the main, where he placed 13th.

Team Honda/1-800-COLLECT's **Steve Lamson** showed up at Anaheim sporting a scab on his chin, the result of a midweek crash. No, he didn't fall while practicing, at least not on his motorcycle. "I was racing shifter carts with Jeff (Stanton), and I overshot a turn," said Lamson. "I hit a bank of dirt and just did a big flip. Those things don't even have roll bars, so after that happened I started thinking I'd better be more careful. Honda wouldn't be too happy if I got hurt driving a go-kart."

Mickey Thompson Entertainment Group had a busy week prior to race day, with limited time to prepare the course and repair the earthquake-damaged Anaheim Stadium. Cranes worked inside the venue up until late Friday evening to remove the "Little A" and diamond vision screen which had fallen into the seating, hindering the efforts of track builders in the process. A midweek rainstorm didn't help matters, either, and riders were denied the usual press-day riding exhibition on Thursday, as well as the typical Friday practice session. Track builders labored around the clock right up until Saturday's practice session, which started an hour late. Due to the quake damage, approximately 1000 seats were off-limits to fans, reducing the stadium's capacity to just under 50,000. A total of 43,938 paying spectators were on hand - 11,879 less than last year. The promoters worked together with the Salvation Army, collecting food for those affected by the earthquake. Fans who brought a non-perishable food item were given a discount on their tickets.

Team Suzuki had **Phil Lawrence** sit out Anaheim in order to rest his knees, which he injured the week before on press day at the Houston Supercross. "Factory Phil" expects to be back in action at San Diego on February 5.

For the third week in a row, **Jeremy McGrath** collected the $1000 Coors Light Silver Bullet Showdown award, as his heat race time was just under six seconds faster than that of teammate **Steve Lamson**. McGrath's main-event win also earned him $10,000 of the $60,000 250cc class purse, while **Damon Huffman** took home a $2,000 portion of the $10,000 125cc class pot.

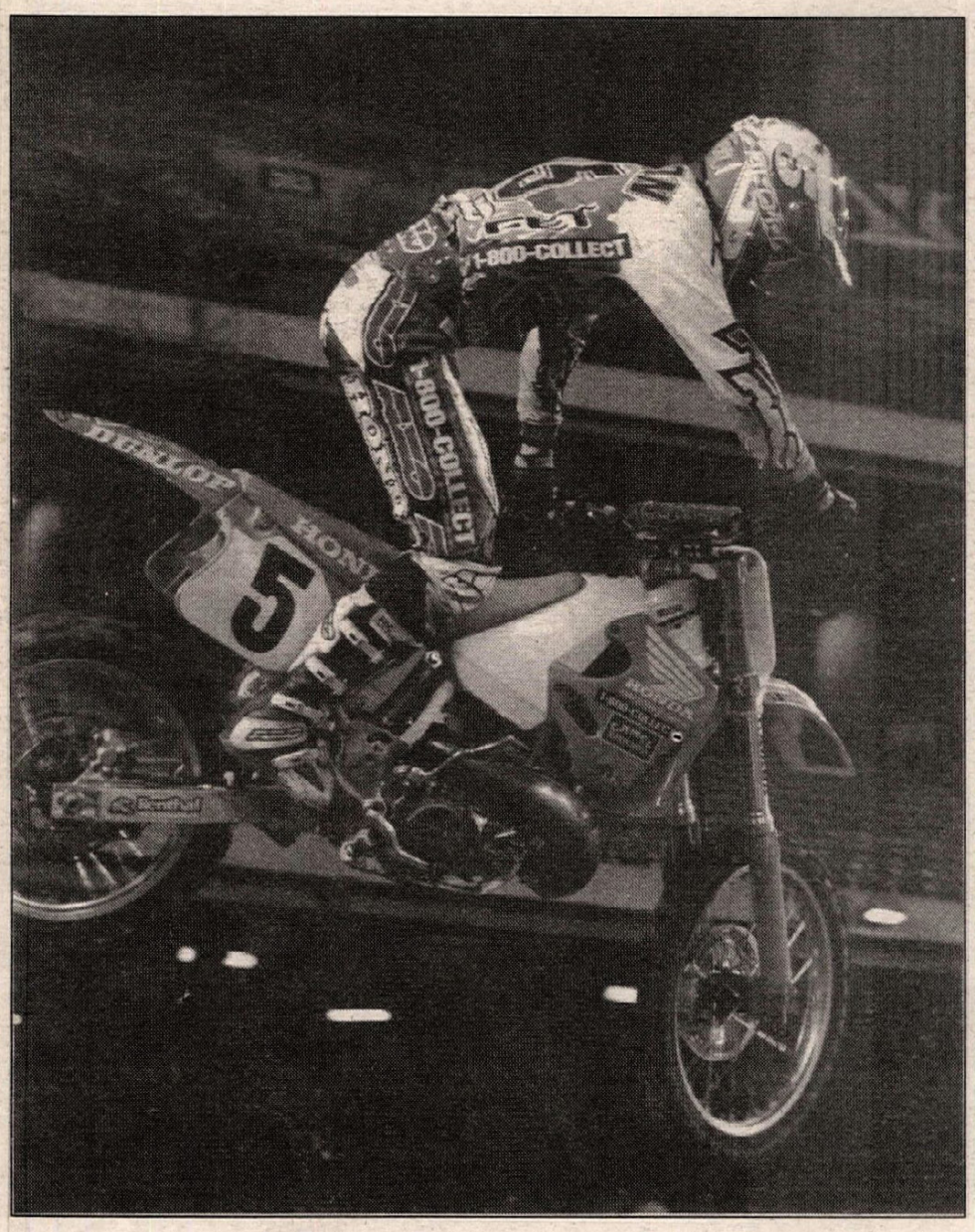
The nasty rumor that Scott goggles rep **Bevo Forti** was starving to death turned out to be untrue. It seems that AXO's **Mike Koger** - who like Forti sports a beard, but is significantly more slender - was seen driving the familiar Scott van in the Anaheim pits. The reason? Simple - Koger bought it. "Everybody knows how many miles Bevo puts on his vans, and this thing's about a '78," said Koger. "It's on its third motor, but it only cost me 500 bucks, so I figure I'm pretty safe." Forti will soon be piloting a brand-new Scott van.

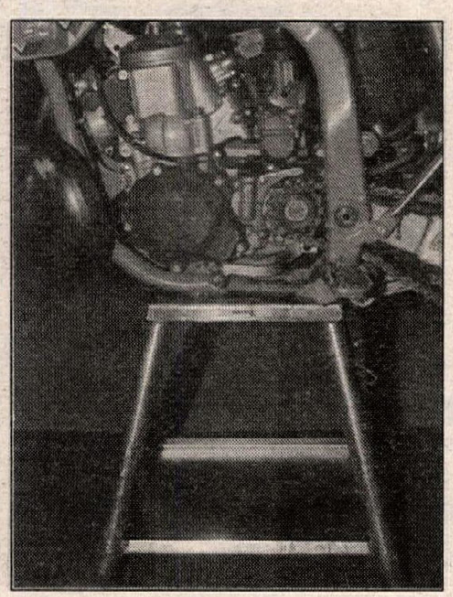
Team SplitFire/Hot Wheels/Kawasaki's **Ryan Hughes** had a day he would rather forget at Anaheim. Hughes crashed over a double in his 125cc heat race, then fell again in the Last Chance Qualifier, and had to sit out the main event. "I was a little bit off, mentally, because my dad passed away this week," said Hughes. "I didn't think it would affect me like that, but I had a hard time concentrating all night. Hopefully I can do better at San Diego and show people what I'm capable of."

Team Noleen/Sizzler/Yamaha's **Larry Ward** spent the week prior to race day in Apple Valley, California, at the home of team manager **Clark Jones** and his wife, Lois. "We had Larry on a strict schedule and a good diet," said Jones. "We wanted to make sure he was ready, so we made sure he got plenty of sleep. He has friends back home (in Society Hill, South Carolina), so sometimes he has a tendency to stay out late. At my house, he didn't have any distractions." Apparently the regimen worked, as Ward rode to third place in the main, the best-ever finish by a Team Noleen rider.

In honor of Honda's new sponsor, 1-800-COLLECT, **Jeremy McGrath** wore a pair of Sinisalo pants with a famous quote from the movie "E.T" sewn on the butt. The message? "Phone home."

Team Noleen/Sizzler/Yamaha was working out of a brand-new white, orange and purple fifth-wheel trailer at Anaheim, similar to that of **Team SplitFire/Hot Wheels/Kawasaki**. Also going the fifth-wheel route was **Team Texas**, consisting of Texans **Jason Krempin, Grayson Goodman** and **Clint Latham**.





(Above) Jeff Matiasevich (21) and Steve Lamson (4) dice in the main. Matiasevich finished sixth aboard a privateer Yamaha. (Far left) Sore shoulder and all, Jeff Stanton rode to a strong second-place finish. He is now second in the point standings. (Left) Mike LaRocco cracked his gearbox when he cased a triple in the main. He had placed second in the first two rounds.

the 15th lap, allowing Ward to slip into the number-three spot. Kiedrowski, who had been steadily climbing up the leaderboard, passed Emig at the same time, and the top four positions were set. On the final circuit, with a cushion of three straightaways on Stanton, McGrath did a "nac-nac" over the triple and cruised to his third-straight win.

"He (McGrath) rode the track a lot quicker than I did," said Stanton. "He had a good race. I'd like to win, but I'm up here (on the podium), I gave 100%, and I'm happy."

Ward was third ahead of Kiedrowski and Emig. Matiasevich rode a great race, earning top privateer honors in sixth place - his best finish of the season. Lamson advanced to seventh, with Swink taking eighth.

"I'm just going through the motions," said Swink. "I couldn't get my head into it all night, and I don't know why. I started about like I finished, and it was just like I was play-riding or something."

Craig overcame an inopportune first-lap crash to take ninth. "I crashed in the mud," he said. "Me and another guy hit and I got knocked off the track and into a mudhole. I got back on in last (place) and worked my way up, so I'm pretty happy with ninth."

Henry completed the top 10: "My shoulder was fine, but I got a little tired," he said. "I did too much between Orlando and Houston, and my shoulder was hurting, so I took it easy this week. I was right there and I saw those guys, but I started fading after 11 laps. If I was a little stronger I think I could have moved up."

125cc

The first 125cc heat race had an international flavor, with Mexican National Champion Pedro Gonzalez winning easily. Brit James Dobb made it a SplitFire 1-2 finish, and Frenchman Frederic Vialle was third. Bader Manneh, an American who contests the Grand Prix circuit, took fourth place with Kawasaki rider Cory Keeney completing the top five.

Damon Huffman walked away with the second heat, while Craig Decker was approximately 15 seconds back in second. North County Yamaha's Donald Upton took third ahead of Butch Smith and Jason McCormick.

After the Last Chance Qualifier was topped by Axel Holvoet, Gonzalez holeshot the 15-lap 125cc main event. Gonzalez, Decker and Manneh argued over the lead for the first two laps, while Huffman recovered from a fifth-place start. Huffman soon nullified the struggle for first place, moving into the lead and setting a torrid pace. Gonzalez stayed close for a while but came up short on a jump and fell off the pace.

"I ride well for 10 laps, but then I have pain in my wrist and lose my head, and Huffman start to pull away," explained the likeable Mexican. "Next week I hope to do better and not fade. I will try."

Huffman crossed the line more than 15 seconds ahead of Gonzalez, earning the fifth win of his career. "I had a bad start, but I was able to move up pretty quickly," said Huffman. "I felt a little more relaxed than last week."

"I got off to a slow start, and by the time I got a clean track they were gone," said the third-placed Decker. "If I can get a better start I might be able to do better. Those guys have some experience on me, so I'm just trying to learn as much as possible at every race."

David Pingree finished fourth ahead of Dobb, who was slowed by a sore shoulder resulting from a crash in Houston. CN

Anaheim Stadium
Anaheim, California
Results: January 29, 1994 (Round 3 of 15)

250 HEAT 1 (20 riders, 8 laps, top 4 transfer): 1. Steve Lamson (Hon); 2. Jeff Stanton (Hon); 3. Doug Henry (Hon); 4. Jeff Matiasevich (Yam); 5. Mike LaRocco (Kaw); 6. Mike Kiedrowski (Kaw); 7. Doug Dubach (Yam); 8. Buddy Antunez (Kaw); 9. Mike Chamberlain (Kaw); 10. Jeromy Buehl (Yam); 11. Y. Gliedard (Kaw); 12. Rich Taylor (Hon); 13. Tony Amaradio (Kaw); 14. B. Mercier (Yam); 15. Grayson Goodman (Hon); 16. J. Sereika (Kaw); 17. B. Hamilton (Yam); 18. Chris Young (Suz); 19. Don Bisceglia (Hon); 20. Todd Downs (Hon).
Time: 7 minutes, 52.52 seconds.

250 HEAT 2 (20 riders, 8 laps, top 4 transfer): 1. Jeremy McGrath (Hon); 2. Jeff Emig (Yam); 3. Michael Craig (Yam); 4. Brian Swink (Suz); 5. Denny Stephenson (Suz); 6. Kyle Lewis (Yam); 7. Cliff Palmer (KTM); 8. Larry Brooks (Yam); 9. K. Ashkennzi (Yam); 10. Larry Ward (Yam); 11. Shaun Kalos; 12. Todd DeHoop (Hon); 13. S. Riaux (Yam); 14. C. Davis (Hon); 15. Billy Frank (Yam); 16. Jim Chamberlain (Suz); 17. Steve Liedberg (Hon); 18. David Castillo (Yam); 19. J. Hedden (Hon); 20. Mark Easley (Yam).
Time: 7:46.90.

250 SEMI 1 (16 riders, 6 laps, top 5 transfer): 1. Mike Kiedrowski (Kaw); 2. Jeromy Buehl (Yam); 3. Mike LaRocco (Kaw); 4. Mike Chamberlain (Kaw); 5. Grayson Goodman (Hon); 6. Buddy Antunez (Kaw); 7. Y. Gliedard (Kaw); 8. Doug Dubach (Yam); 9. Chris Young (Suz); 10. Rich Taylor (Hon); 11. B. Hamilton (Yam); 12. Todd Downs (Hon); 13. B. Mercier (Yam); 14. Don Bisceglia (Hon); 15. J. Sereika (Kaw); 16. Tony Amaradio (Kaw).
Time: 6:01.51.

250 SEMI 2 (16 riders, 6 laps, top 5 transfer): 1. Larry Ward (Yam); 2. Cliff Palmer (KTM); 3. Kyle Lewis (Yam); 4. Shaun Kalos; 5. Denny Stephenson (Suz); 6. K. Ashkennzi (Yam); 7. Todd DeHoop (Hon); 8. C. Davis (Hon); 9. G. Riaux (Yam); 10. Billy Frank (Yam); 11. Jim Chamberlain (Suz); 12. J. Hedden (Hon); 13. S. Liedberg (Hon); 14. Mark Easley (Yam); 15. David Castillo (Yam); 16. Larry Brooks (Yam).
Time: 6:01.44.

250 LCQ (22 riders, 6 laps, top 2 transfer): 1. Buddy Antunez (Kaw); 2. Doug Dubach (Yam); 3. K. Ashkennzi (Yam); 4. Chris Young (Suz); 5. Rich Taylor (Hon); 6. C. Davis (Hon); 7. G. Riaux (Yam); 8. J. Hedden (Hon); 9. Todd DeHoop (Hon); 10. Billy Frank (Yam); 11. David Castillo (Yam); 12. B. Hamilton (Yam); 13. Jim Chamberlain (Suz); 14. B. Mercier (Yam); 15. D. Bisceglia (Hon); 16. J. Sereika (Kaw); 17.
Time: 6:04.46.

250 MAIN (20 riders, 20 laps): 1. Jeremy McGrath (Hon); 2. Jeff Stanton (Hon); 3. Larry Ward (Yam); 4. Mike Kiedrowski (Kaw); 5. Jeff Emig (Yam); 6. Jeff Matiasevich (Yam); 7. Steve Lamson (Hon); 8. Brian Swink (Suz); 9. Michael Craig (Yam); 10. Doug Henry (Hon); 11. Doug Dubach (Yam); 12. Cliff Palmer (KTM); 13. Kyle Lewis (Yam); 14. Denny Stephenson (Suz); 15. Shaun Kalos; 16. Jeromy Buehl (Yam); 17. Buddy Antunez (Kaw); 18. Mike Chamberlain (Kaw); 19. Grayson Goodman (Yam); 20. Mike LaRocco (Kaw).
Time: 19:21.51.

250 AMA SUPERCROSS CHAMPIONSHIP SERIES POINT STANDINGS (After 3 of 15 rounds): 1. Jeremy McGrath (75/3 wins); 2. Jeff Stanton (58); 3. Jeff Emig (50); 4. (TIE) Michael Craig/Mike LaRocco/Steve Lamson (45); 7. (TIE) Larry Ward/Brian Swink/Doug Henry (38); 10. Mike Kiedrowski (37); 11. Cliff Palmer (32); 12. Jeff Matiasevich (30); 13. (TIE) Denny Stephenson/Larry Brooks/Jeromy Buehl/Erik Kehoe (19); 17. Kyle Lewis (17); 18. Doug Dubach (10); 19. Shaun Kalos (6); 20. (TIE) Buddy Antunez/Dag Boyesen (4); 22. (TIE) Mike Chamberlain/Keith Johnson/Kevin Crine (3); 25. (TIE) Grayson Goodman/Todd DeHoop (2); 27. (TIE) Todd Downs/Phil Lawrence (1).

125 HEAT 1 (20 riders, 6 laps, top 9 transfer): 1. Pedro Gonzalez (Kaw); 2. James Dobb (Kaw); 3. F. Vialle (Kaw); 4. Bader Manneh (Suz); 5. Cory Keeney (Kaw); 6. Lowell Moural (Hon); 7. David Pingree (Suz); 8. Darrin Hoeft (Suz); 9. Jeff Pestana (Kaw); 10. Jason Frenette (Suz); 11. Axel Holvoet (Yam); 12. Travis Hodges (Kaw); 13. Ryan Huffman (Kaw); 14. Dan Ulven (Kaw); 15. S. Highland (Suz); 16. T. Parsons (Kaw); 17. Jeff Hedden (Hon); 18. R. Holland (Suz); 19. Ryan Hughes (Kaw); 20. Joel Albrecht (Yam).
Time: 6:13.16.

125 HEAT 2 (20 riders, 6 laps, top 9 transfer): 1. Damon Huffman (Suz); 2. Craig Decker (Hon); 3. Donald Upton (Yam); 4. Butch Smith (Hon); 5. Jason McCormick (Hon); 6. Tony Graves (Hon); 7. S. Morgan (Kaw); 8. Ty Davis (Kaw); 9. Ty Birdwell (Hon); 10. Sean Pagel (Hon); 11. Scott Steffy (Kaw); 12. Anthony Whipple (Hon); 13. Derek Natvig (Kaw); 14. Ray Crumb (Yam); 15. S. Andrich (Suz); 16. Craig Canoy (Kaw); 17. Chaun McAlister (Suz); 18. Jason Krempin (Hon); 19. Mike Metzger (Yam); 20. D. Dahlin (Suz).
Time: 6:5.52.

125 LCQ (22 riders, 4 laps, top 4 transfer): 1. Axel Holvoet (Yam); 2. Travis Hodges (Kaw); 3. Ray Crumb (Yam); 4. Mike Metzger (Yam); 5. Jason Krempin (Hon); 6. Derek Natvig (Kaw); 7. Ryan Hughes (Kaw); 8. J. Frenette (Suz); 9. Craig Canoy (Kaw); 10. R. Holland (Suz); 11. Anthony Whipple (Hon); 12. Dan Ulven (Kaw); 13. Scott Steffy (Kaw); 14. Terry Parsons (Kaw); 15. S. Andrich (Suz); 16. Ryan Huffman (Kaw); 17. S. Highland (Suz); 18. Chaun McAlister (Suz); 19. Jeff Hedden (Hon); 20. Joel Albrecht (Yam); 21. Sean Pagel (Hon); 22. D. Dahlin (Suz).
Time: 4:16.82.

125 MAIN (22 riders, 15 laps): 1. Damon Huffman (Suz); 2. Pedro Gonzalez (Kaw); 3. Craig Decker (Hon); 4. David Pingree (Suz); 5. James Dobb (Kaw); 6. Bader Manneh (Suz); 7. Cory Keeney (Kaw); 8. Tony Graves (Hon); 9. Darrin Hoeft (Suz); 10. Ray Crumb (Yam); 11. Axel Holvoet (Yam); 12. Lowell Moural (Hon); 13. Ty Davis (Kaw); 14. Jeff Pestana (Kaw); 15. Shawn Morgan (Kaw); 16. Jason McCormick (Hon); 17. Mike Metzger (Yam); 18. Ty Birdwell (Hon); 19. Butch Smith (Hon); 20. Frederic Vialle (Kaw); 21. Travis Hodges (Kaw); 22. Donald Upton (Yam).
Time: 15:11.99.

125 WESTERN REGIONAL SUPERCROSS CHAMPIONSHIP SERIES POINT STANDINGS (After 2 of 8 rounds): 1. Damon Huffman (45/1 win); 2. Pedro Gonzalez (37); 3. Craig Decker (32); 4. David Pingree (28); 5. (TIE) Mike Metzger/Mike Metzger (18); 7. James Dobb (16); 8. Cory Keeney (15); 9. Tony Graves (13); 10. Darrin Hoeft (12); 11. Ray Crumb (11); 12. Axel Holvoet (10); 13. (TIE) Lowell Moural/Travis Hodges (9); 15. Jeffrey Pestana (7); 16. (TIE) Donald Upton/Shawn Morgan (6); 18. Jason McCormick (5); 19. Ty Birdwell (3); 20. Steve Andrich (2).

Upcoming Rounds:
Round 4 - San Diego, California, February 5
Round 5 - Tampa, Florida, February 12

Professional riders depicted on a closed course.

Jeff Emig carried the AMA National #1 Plate in 1993 because he proved that he was the best rider on the best bike. And when you're the best, there's only one thing to do:

Get even better. And do it before the other guys have a chance to catch up.

Which is why there's a brand new YZ125–thoroughly redesigned–right down to the decals.

You can tell it's different even from a distance. The freshly designed crankcases house a radical new nearly square bore and stroke YZ125 engine that puts out serious mid-range pull and screaming top end acceleration for a wider, more tractable power-band. There's a new guillotine-type power valve and a flat, smooth intake, so it roosts hard all the way from the starting gate to the checkered flag.

And just wait until you fire it up. The new super-short muffler, combined with the new engine, has that "works" sound. When you light it up, every head in the pits turns to see where the distinct sound comes from.

The 1994 YZ125 has a unique new frame, specifically designed for "flicking."This quick handling, tight turning frame is amazingly lightweight, yet incredibly responsive. It's precise enough to drag a grip through a corner and strong enough to leap a set of triples.

The newly refined YZ suspension was first tested on the 125. It has better fork damping, and now handles those sharp edge whoops and square bumps with ease. And in the rear there's a new fade-resistant clicker, with more compression and rebound settings.

The totally new YZ125. You won't be caught winning a race without one.••

YZ125••

YZ250••

YZ owners love to take a new bike and "tinker" with it. So does the factory.

And even though the YZ250 was brand new last year, the 1994 model has six suspension upgrades, 17 frame enhancements and over 27 engine improvements. Not because it needed it–just because we wanted to make it just a tad better than great.

Now the forks work primo in the braking bumps and smooth out those sharp edge holes. The rear shock is smoother on landing and more fade-resistant on rough tracks, thanks to a bigger compression valve.

The frame is lighter and closer to the ground for better cornering, quicker response and a tighter turning radius. And it's been redesigned in the major stress points to make it even stronger.

Other than first gear (which was already perfect) there's new ratios in the YZ250's transmission for better low end throttle response. And in the top end you'll find a new piston, rings and a new power valve for better high-rpm juice. Plus, a beefier crankshaft, new steel clutch plates and a new coil design for longer hotter spark duration. Go ahead and flog the motor–it half expects it.

The new YZ250 is easier to ride too, with a taller seat that's flatter and lets you move around more. And new works-style upper triple clamps that move the handlebars back for better control on rough tracks.

It even stops better, thanks to new front and rear disc brakes featuring round–hole rotors for better durability, longer pad life and improved brake feel.

The YZ250. Last year it was a great new bike. This season it's even better. About the only improvement it doesn't come with is a bigger trophy case.••

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Professional riders depicted on a closed course.

YZ125••

It's life in hyper land. The throttle's wide open, clicking off laps faster than the big bikes. It's lighter, handles quicker, pulls stronger-stops harder. It's a brand new YZ125, that gobbles up major trophies. Why would anyone ride anything else?... Who cares.

You don't mess with the best and you don't argue with the results. Last year's YZ80 was one of the most successful, best performing machines ever to destroy a berm or rack up a win streak.

Powered by the industry's most potent crankcase reed induction engine, the YZ80 is full blown high tech, with its inclined top end and low-boy pipe. Inside, the trick cylinder is impregnated with space-age ceramic composites for better heat dissipation and longer life. And the biggest, heftiest, bad-boy clutch ever stuffed into an 80.

This year the YZ80 has received an improved water pump, and a host of internal engine changes to help overall performance.

There's no scrimping on the YZ "because it's just an 80." It has a removable subframe, identical in design to the larger bikes, which allows for easy shock access. There's a computer designed aluminum Deltabox swingarm for light weight with precision handling. And a stronger, high rigidity frame which allows a variety of riders to find their full potential without being held back by frame flex.

The YZ80 is designed to take a pounding and keep on winning. There's a set of tough, tapered roller bearings in the steering head for longer life. Wide, strong foot pegs for more support when landing from jumps. And brand new, beefier spokes in the rear wheel.

The YZ80. Winning proof that, even though it's small, it's very, very serious. ••

YZ80••

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YAMAHA

Round 1: Soggy Dry Lake

Hamel rolls on

By Anne Van Beveren
Photos by Tom Van Beveren

LUCERNE VALLEY, CA, JAN. 23

Danny Hamel began this year's National hare and hound series by breaking one of his cardinal rules for successful desert racing. The three-time National champ missed his trail after the banner dropped and, for the first time in as long as almost anyone can remember, the Kawasaki KX500 pilot was not in front when he reached the bomb.

"I got a good start, but I lost my trail because I hadn't ridden it that fast before, and Ty Davis passed me at the bomb," said Hamel. "I always try to be in front at the bomb, and it's really important in a race like this when it's so dusty."

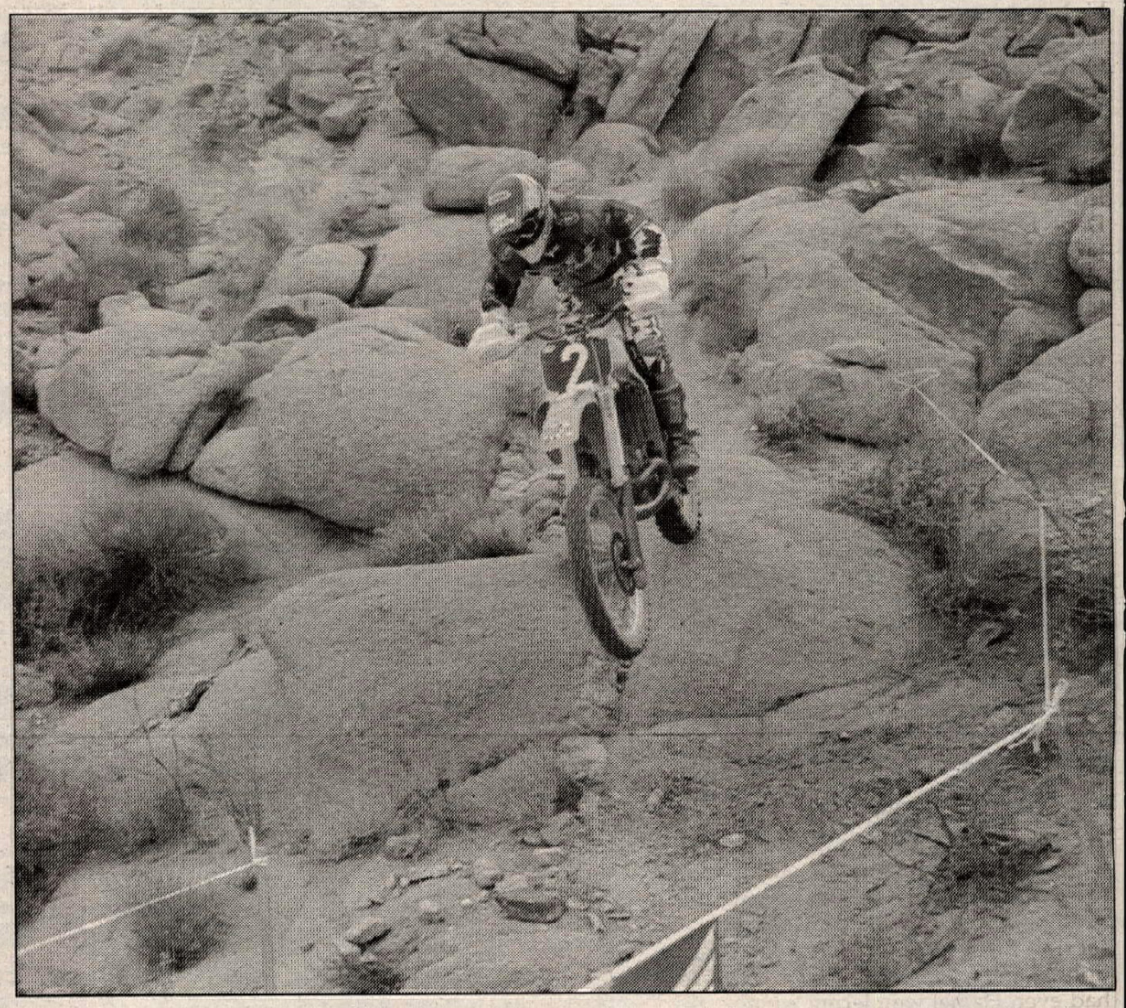
The silty conditions in the starting area east of Bessemer Mine Road, coupled with a still morning that left dust hanging motionless, made a good start critical for the three-loop course laid out by AMA District 37's Desert M.C..

Hamel pulled out all the stops to make up for his mistake, and swept past his Kawasaki teammate to retake the lead less than a mile past the bomb. He kept the pace going all the way and had turned the dust-free number-one spot into a three-and-a-half minute margin by the time the checkered flag fell.

"Once I got the lead, I knew it would be okay," said Hamel. "I knew that Davis would be in my dust and it would be holding him up, so I just kept riding really hard."

The first round of the season's seven-round National series drew 450 racers to the starting area near Soggy Dry Lake. The 10 a.m. banner drop was delayed for 15 minutes while Roger Ansel, Amateur Competition Manager for the AMA, presented Hamel with an award for his win in last year's hare and hound series, and then surprised the 21-year-old racer by naming him AMA Amateur Athlete of the Year for 1993.

(Above) Danny Hamel (1) didn't get one of his patented holeshots, but it didn't matter. He scored the win anyway. The defending champ has won every National H&H race since the opening round last year. (Right) Ty Davis negotiates one of the many rocky sections that have made Lucerne Valley famous. Davis, Hamel's teammate, finished second overall.



The top racers in the field were closely bunched on one end of the starting line when the race finally began. Hamel and Davis were at each others' throats the minute their motors roared to life, and Kawasaki teammates Ted Hunnicutt, riding a KX500, and Paul Krause, also piloting a KX500, and privateer Dan Richardson, on a Honda CR500, were close behind.

The first loop was a fast 40-miler that ran southeast to the edge of the Lucerne Valley riding area and then doubled back to the pits through Victor Pass. The open terrain, coupled with the blinding dust, took a toll right from the start.

KTM's Scot Harden was forced to retire when he hurt his leg crashing over a rock wide open in fifth gear, and Joey Lane crashed out of 15th overall when he hit a rock at 70 mph and went over the bars just eight miles into the race.

"It was a little triangular rock that stuck up about six inches," said Lane, who broke his wrist. "Two other guys hit the same rock while I was there."

Utah's Mark Lundgreen retired at the end of loop one after he clipped a rock before the halfway point in the loop, and Senior class racer Art Cossio called it quits after a fall that broke his clutch lever.

Ignition problems forced Bill Maxim, title-holder in the Over-40 Expert division, to call it quits just five miles off the start, while Rex Staten ruined the start of a lifetime when he had to stop to let his KX500 cool down after it seized at the end of the bomb.

For the first time since the eight-year-old series began, Kawasaki ace Larry Roeseler opted to help out in the pits rather than chase the series title.

"We're here to make sure that Hamel and Davis win and the others (Team Green racers) do well. We'd like to see eight out of the top 10 be green," said Roeseler. "I'm going to be part of it still and it gives me an opportunity to talk to more people - the kids and everything."

At the end of the first 40 miles of hard-on-the-gas racing, Hamel was two minutes ahead of Davis as he streaked down the valley in a long ribbon of dust and charged into pit row. Mark Lundgreen was shaking his head when he hit pit row in third overall; the number-three position passed to Paul Krause when the KTM550 racer dismounted and began inspecting his injuries.

Richardson cleared pit row a minute behind Krause in fourth; Jeff Capt brought his factory-backed Honda XR600R through in fifth, ahead of KX500 racers Dave Ondas and Ted Hunnicutt, and KTM's Greg Zitterkopf led the 250cc Experts in eighth.

Loop two's 33-mile circuit around Bessemer Mine was almost as fast as loop one.

"The course was pretty neat. The problem is, to get to the neat sections, you had to ride all the roads and all the whooped-out trails across the valleys," said Davis. "It's neat through the tight sections, but then you're pounding through the whoops again."

Davis was one of a number of riders

who had trouble following the trail and got lost in loop two.

"I was following the ribbon, then all of a sudden I found wrong-way markings," said Davis. "I could see Hamel's dust, so I followed that and found the course."

Zitterkopf had similar problems.

"It was marked pretty badly by the time I got there because everybody had blown the corners and knocked the arrows down," said Zitterkopf.

But the worst off-the-course excursion was experienced by a group of about 15 riders who lost the ribbon on loop two and ended up riding the 14-mile third loop instead.

"We were really lost," said Staten. "We stopped out there and talked about it, then just went ahead and did the third loop, then went back and did loop two after that. We lost a lot of time and I'm waiting for them to say I'm DQ'd again. My life is DQ'd."

Race referee Ed Farrell, who talked to the riders, said they would get their finish provided they went through every check on both loops.

Hamel finished loop two without incident and was still out in front when he hit pit row for the second time. Davis came into pit row less than three minutes behind his KX500 rival, but time out to change a rear wheel put him five minutes back when he dashed into loop three.

"The Mousse went away in my rear tire about halfway around the loop," Davis explained. "It was just like a flat tire. It started going everywhere."

Krause was two minutes behind Davis with Richardson right on his tail as he cleared the pits, Capt was going strong in fifth despite running out of gas 200 yards from the pit and having to lay his bike over to get it running, and Hunnicutt lost four minutes doubling back to the pits when he discovered a front flat half a mile into his last loop.

Zitterkopf still led the 250cc Experts, in eighth overall, two places ahead of Lewis. Bill Fullmer's Kawasaki KLX650 led the Four-Stroke division in 11th, and Dave Donatoni led the Over-30 racers through in 13th.

For the Over-40 and -50 racers, the trail finished at the end of loop two.

"The last loop is really tough all the way," said Desert M.C.'s Ed Farrell. "We had some Senior (class) riders go through it, but it took them an hour and a half, so we're only making the older riders do two loops."

Over-40 honors were taken by Gary Garland, while Al Guzman took an easy win in the Over-50 division.

Some of the older riders opted to tackle the final loop after they had finished their two-loop race to see how bad the terrain really was. Others waited to see how long the top riders took to complete the 14 miles and decided they'd made the right decision when they saw it took Hamel 40 minutes to complete the loop at an average speed of just 21 mph.

"The third loop is hell. It's really exciting over there," said Staten. "I wouldn't take my dog there, and trying to ride through there - geez!"

Loop three consisted of one rocky section after another, with towering uphills and a couple of downhills that had even Hamel wondering whether he would make it.

"They had a downhill that you almost needed to walk your bike down because it was so loose - rocks and all silty and stuff, and so steep," said Hamel. "The third loop was definitely the best one."

Some of the other riders weren't quite as enthusiastic about the technical terrain.

"You had to slide sideways down a four-foot ledge on the downhill. I crashed and ruined my new pipe," said Steve Ogren, who was leading the 125cc Experts. "Three people in front of me fell over there, too."

The tricky terrain caused a lot of last-minute turnovers in the top positions.

Krause lost third overall to Richardson, who was battling a front flat, when he caught a rock with his front wheel and tipped over on the downhill.

"It was super rocky and no trail. The problem was you were so tired from pounding yourself silly, it was hard to ride through the rocks," said Krause.

Hunnicutt caught and passed Todd Hoy and Zitterkopf, who had overtaken him when he doubled back to fix his flat tire, but had to stop charging and nurse his KX500 home after he smashed his water pump on one of the downhills.

"I rode pretty mellow trying to save the motor," said Hunnicutt. "I caught and passed Ondas and I got right behind Capt, but I knew if I pushed the bike hard it wouldn't make it, so I couldn't pass him."

Zitterkopf made up a couple of positions then lost them again in a fall. Fatigue and a fading rear brake kept Hoy off the pace, and Donatoni lost all sorts of time when he stopped for water to douse the burn resulting from gasoline spilled in his last pit and then going end-over-end after he missed a corner.

"I broke my brake pedal and my shift lever off. I had to put it all back together and I lost three places fixing the bike," said Donatoni. "I was having a great time until I bombed it."

Hamel was still ahead at the end of the grueling 14-mile loop and a cheer went up when he bounced down the final rock waterfall to take the checkered flag. After two-and-a-half hours of racing, the Team Green hotshot finished a comfortable three-and-a-half minutes ahead of Davis, taking the first step towards what he hopes will be his fourth hare and hound championship.

"No problems whatsoever," said the Kawasaki Team Green/Thor/Alpinestar/Bieffe/Dunlop/Maxima/Procircuit/Scott/Sprocket Specialists/Braking/Endura/F&L/RK Chain/IMS/Magnum/N-Style/Scotts/Back Canteen/MXA-backed Hamel. "The first loop was really fast. Loop two was good - they had quite a variety of stuff. And loop three was really challenging."

Second-placed Davis, on his Kawasaki/Varner/FMF/N-Style/Maxima/LR Racing/Answer/Dunlop/Marzocchi-sponsored KX500, said a section of whoops ruined an otherwise perfect third loop.

"I wish they could've picked a virgin trail coming back (to the finish)," said Davis. "The last three miles was a fast section of whoop-de-doos. I've been doing that all day."

Richardson, who slid home nearly nine minutes behind Hamel to claim third, said the course was one of the best he'd ridden, despite a front flat for the final loop.

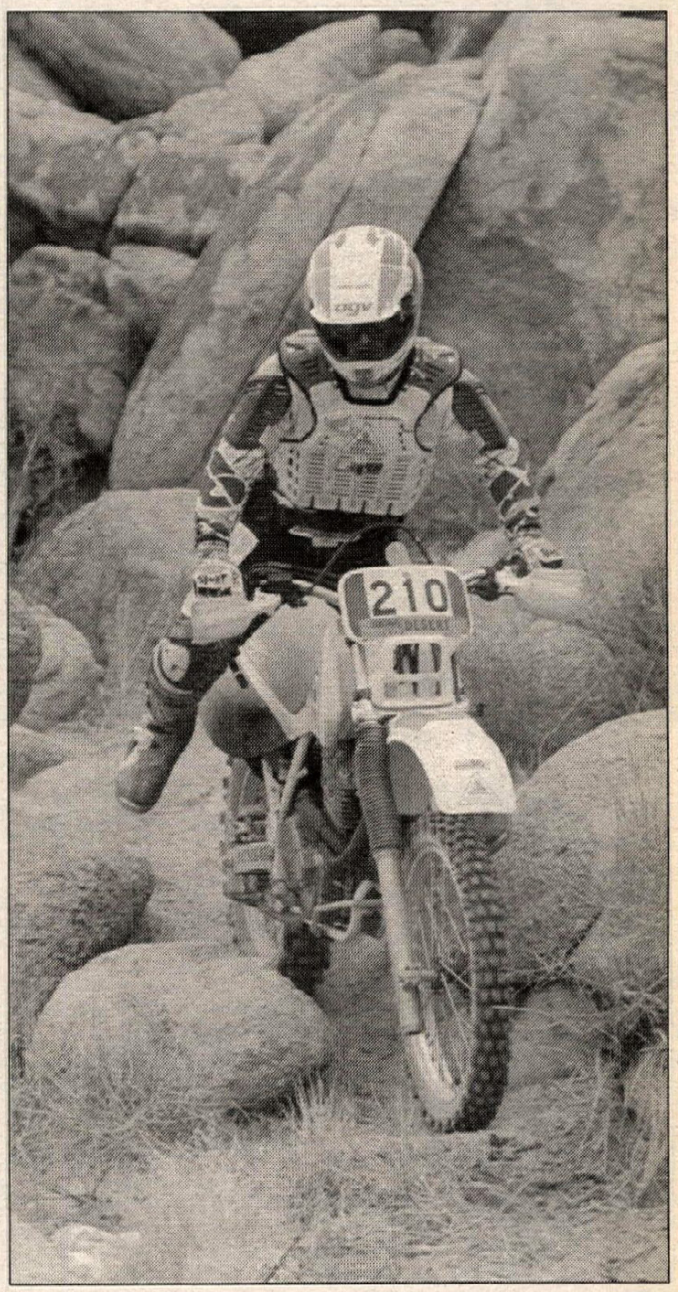
Paul Krause brought his KX500 across the line in fourth overall, ahead of Capt's Honda XR600R; Hunnicutt took sixth overall ahead of Kawasaki teammate Dave Ondas, and Greg Zitterkopf wrapped up the 250cc Expert win in eighth overall. Cycle World editor Jimmy Lewis, who took second 250cc Expert on an RMX250, was right on the KTM racers' tail in ninth overall, and Todd Hoy completed the top 10 on a KTM550.

Bill Fullmer's KLX650 thundered to victory in the Four-Stroke division (11th overall). His closest competition was Utah's Brandon Gerber, who rode his Husqvarna up from 47th at the end of the first loop to finish 17th overall.

Despite taking third 250cc Expert in his first District 37 desert race, Craig Smith was not sure he'd ever sign up for another race in the district.

"It's so gnarly I don't know that I want to do that again," said the KX250 racer, who finished 12th overall. "And there are guys standing at the top of every gnarly hill and they are just laughing at you."

Dave Donatoni nursed his battered Honda CR500 home in 14th overall to take the Vet class honors, and more than 10 minutes passed before Gary Dudley arrived to take second Vet and the 250cc Vet honors, in 16th overall. CN



(Above) Billy Fullmer won the Four-Stroke class. (Right) Jeff Capt traded in his usual 125cc mount for a 600cc Honda four-stroke. He finished fifth overall.

Soggy Dry Lake
Lucerne Valley, California
Results: January 23, 1994 (Round 1 of 7)

O/A: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Dan Richardson (Hon); 4. Paul Krause (Kaw); 5. Jeff Capt (Hon); 6. Ted Hunnicutt (Kaw); 7. Dave Ondas (Kaw); 8. Greg Zitterkopf (KTM); 9. Jimmy Lewis (Suz); 10. Todd Hoy (KTM); 11. Bill Fullmer (Kaw); 12. Craig Smith (Kaw); 13. Steve Hengeveld (Kaw); 14. Dave Donatoni (Hon); 15. Donnie Morrison (Kaw); 16. Gary Dudley (Kaw); 17. Brandon Gerber (Hus); 18. Rex Staten (Kaw); 19. Dirk Davidow (Kaw); 20. Erik Mattson (Hon); 21. Steve Ogren (Yam); 22. Gary Scheidler (Yam); 23. Craig Hunter (Kaw); 24. San Felipe Bob (Yam); 25. Mike Korenwinder (KTM).

OPEN EX: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Dan Richardson (Hon).

250 EX: 1. Greg Zitterkopf (KTM); 2. Jimmy Lewis (Suz); 3. Craig Smith (Kaw).

125 EX: 1. Steve Ogren (Kaw); 2. Jason Ingersoll; 3. Steve Anderson (Kaw).

30+ OPEN EX: 1. Dave Donatoni (Hon); 2. Rex Staten (Kaw); 3. Mike Korenwinder (KTM).

30+ 250 EX: 1. Gary Dudley (Kaw); 2. Gary Scheidler (Yam).

4-STK: 1. Bill Fullmer (Kaw).

40+ EX: 1. Gary Garland.

50+ EX: 1. Al Guzman.

OPEN AM: 1. Dan Parrott (Kaw).

250 AM: 1. Brian Davis (Kaw);

Upcoming rounds:
Round 2 - Lucerne Valley, CA, February 27
Round 3 - Jericho, UT, April 9

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Highlights of 125cc & 250cc action from Massachusetts and Florida rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

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(#154C) '93 Unadilla/Buchanan AMA Nat'l. MX
Highlights of 125cc & 250cc action from New York and Michigan rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#156C) '93 Glen Helen/Troy AMA Nat'l. MX
Highlights of 125cc & 250cc action from California and Ohio rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#157C) '93 Millville/Washougal AMA Nat'l. MX
Highlights of 125cc & 500cc action from Minnesota and Washington rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#158C) '93 Delmont/Binghamton AMA Nat'l MX
Highlights of 125cc & 500cc action from Pennsylvania and New York rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#162) 1990 AMA Natl MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#83D) '93 Italian RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#86D) '93 European (Spain) RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#90D) '93 British RR Grand Prix
55 minutes from Motovideo.

(#92D) '93 Czech RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A)Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

■ SPEEDWAY ■■■

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet at Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley- Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes; John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also

Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnellil Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "'raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, to make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#18) "Showtime" Jeremy McGrath
It's America's supercross sensation, Jeremy McGrath, in his all-new whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#24) The Basics #1/Motorcycle Maintenance
Basic maintenance knowledge specifically for HD motorcycles, applicable to most any brands. Includes information on spark plugs, identifying parts, charging systems, drive chain and primary chain adjustment, bleeding your brakes and more. 60 minutes from Video Manuals.

(#25) The H-D Evolution Motor
Complete disassembly, service, repair and assembly on the Harley Evo motor. Includes info on little-known tricks of the trade and special tools necessary for doing the job right. 60 minutes from Video Manuals.

(#26) H-D Transmission Repair
Complete teardown, repair, service and assembly information on rebuilding Harley-Davidson 5-speed transmissions. 60 minutes from Video Manuals.

(#100) Rick Johnson's ""Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

What's New?...

- ★ '93 Gainesville/Southwick AMA National MX
- ★ '93 Sacramento/Mt. Morris AMA National MX
- ★ '93 Unadilla/Buchanan AMA National MX
- ★ '93 Glen Helen/Troy AMA National MX
- ★ '93 Millville/Washougal AMA National MX
- ★ '93 Delmont/Binghamton AMA National MX
- ★ '93 British RR Grand Prix
- ★ '93 Czech RR Grand Prix
- ★ Cartridge Fork Service & Tuning
- ★ 2-Stroke Engine Design & Tuning
- ★ The Basics #1: Motorcycle Maintenance
- ★ The Harley-Davidson Evolution Motor
- ★ Harley-Davidson Transmission Repair

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

■ MOVIES ■■■

(#14) Harley Davidson:® The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motrcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix-90 minutes from KWB Marketing Group.

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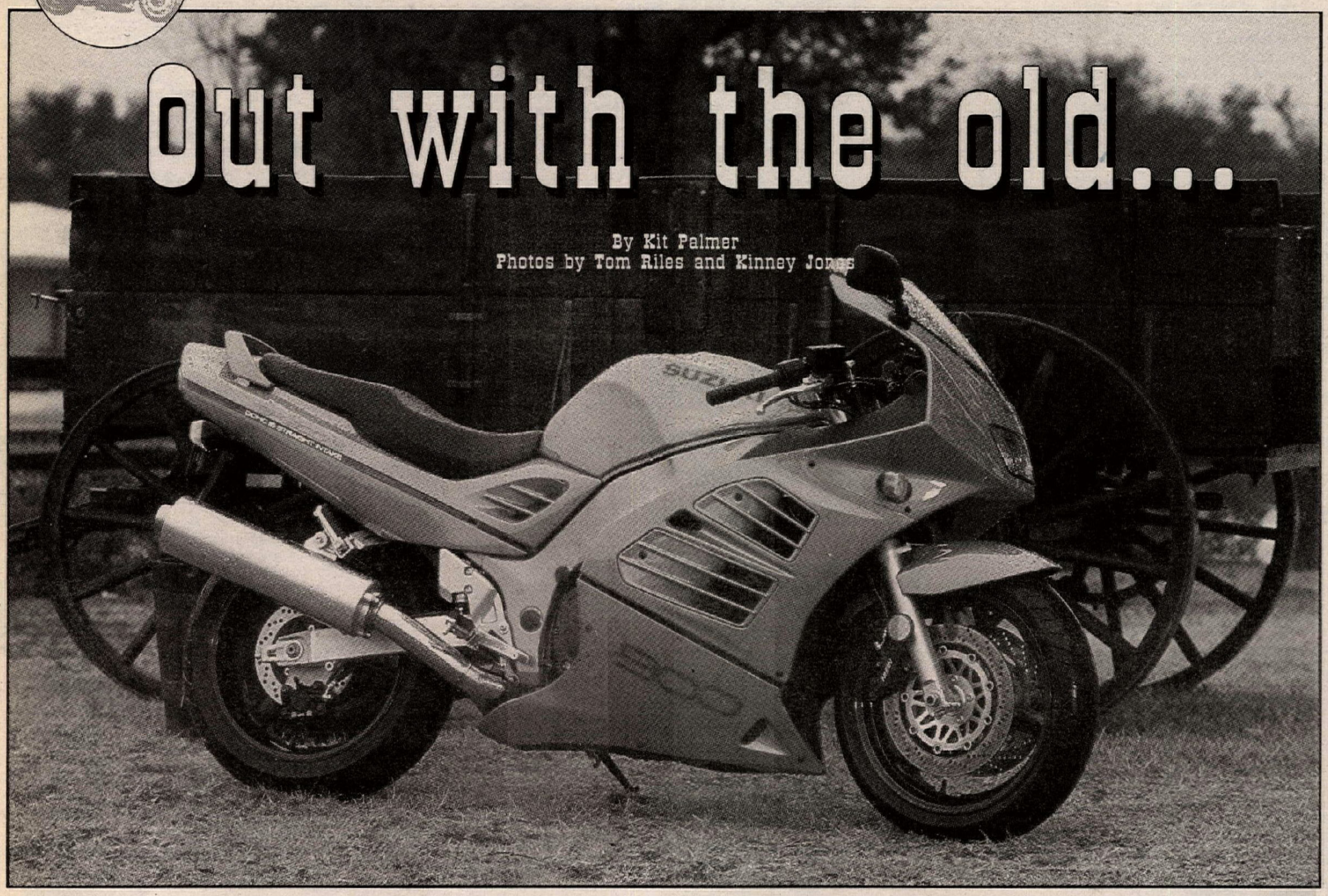
Out with the old...

By Kit Palmer
Photos by Tom Riles and Kinney Jones



Age appears to be best in four things - old wood best to burn, old wine to drink, old friends to trust, and old authors to read.
- Francis Bacon.

So it seems that some things do, perhaps, get better with age, but certainly not when it comes to performance-oriented motorcycles. This unfortunate fact can be especially disturbing when you're a motorcycle manufacturer trying to sell an aging and out-dated sportbike, and it doesn't help matters any when your competitors are offering comparable products that are overflowing with the very latest in streetbike technology.

Case in point: Suzuki's GSX1100 Katana. Always considered a fine motorcycle, the 1100 has been the company's mainstay in the open-class sport/touring market since its introduction in 1983. Actually, the 1100 didn't officially become the "Katana" until 1988, when it took on a whole new look, along with major modifications. Since then, the Katana 1100 has remained fairly stagnant in terms of technological advancements and, as a result, has fallen behind the times and into near obscurity. The reasons for its demise becomes as clear as day when you compare the aging Katana to some of its more developed competitors, like Yamaha's GTS1000, which made its debut last year and featured a futuristic single-sided swingarm front suspension system. Then there is BMW's totally revamped R1100RS, which boasts its own unique Telelever front suspension design and new Boxer engine, and of course there is Kawasaki's recently overhauled ZX-11, that features the most powerful engine in its class and even more eye-catching styling. And you certainly can't forget Honda's revived CBR1000 with its one-of-a-kind Linked Braking System. The Katana? Well, it did have an electronically adjustable windshield!

So it comes as no surprise that Suzuki has finally dropped the Katana 1100 from its '94 line-up in favor of a more contemporary and spicy sport/touring bike - the all-new RF900R.

The RF900R is Suzuki's answer to this latest outbreak of "techno" open-class sport/touring streetbikes. And from what we can tell so far, it's the correct response, despite the fact that the RF doesn't boast any startling or unorthodox designs.

Suzuki focused most of its attention on the sport side of sport/touring with the RF900, and this becomes especially evident after inspecting what's hidden beneath all the red- (or black-) painted plastic. Here you will find the RF's powerplant, an in-line, four-cylinder, liquid-cooled, DOHC engine that is closely based on the "full-race" GSXR1100W's engine. Most of the changes made to the RF's mill were aimed at improving bottom-end and midrange performance, thus making the engine less "hyper" and more suited for sport/touring riding.

The crankcase and lower-end are identical to that of the GSXR1100W engine, but the RF's powerplant uses a straighter and less-restrictive downdraft-style intake system for more "efficient" cylinder charging. The bore and stroke of the GSXR engine have been reduced from 75.5 x 60.0mm to 73.0 x 56.0mm, giving the RF an actual displacement of 937cc.

The 900's valve train is the same direct-activated system used in the recently introduced RF600R and current model GSXRs. This system uses shim-under-bucket valve lash adjustment, 4.5mm valve stems, and a single spring per valve. The 900 has smaller valve sizes than the GSXR1100W, but uses the same intake valve timing. The exhaust valve timing of the RF has slightly less overlap than the GSXR for broader midrange performance.

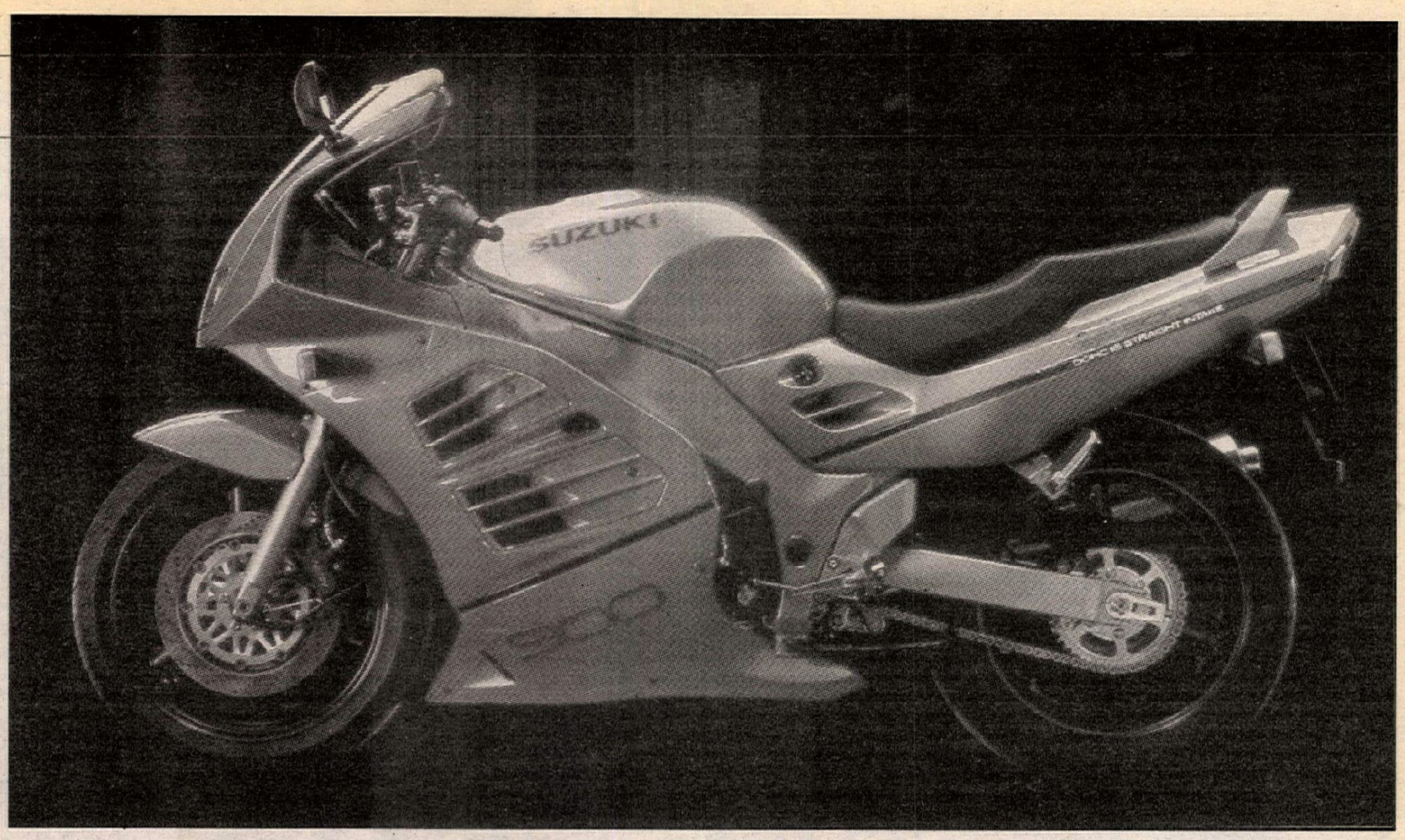
Also like the GSXR, the RF's engine uses an assortment of lightweight magnesium covers.

Carburetion is handled by four 36mm, semi-cylindrical Slingshot slide Mikuni carbs mounted at a 55-degree angle and fed by a six-liter airbox. An electric fuel pump is used to transfer fuel from the gas tank to the carbs. The spent gasses are exhausted through a four-into-one pipe system, constructed of stainless steel headpipes and a bolt-on aluminum muffler.

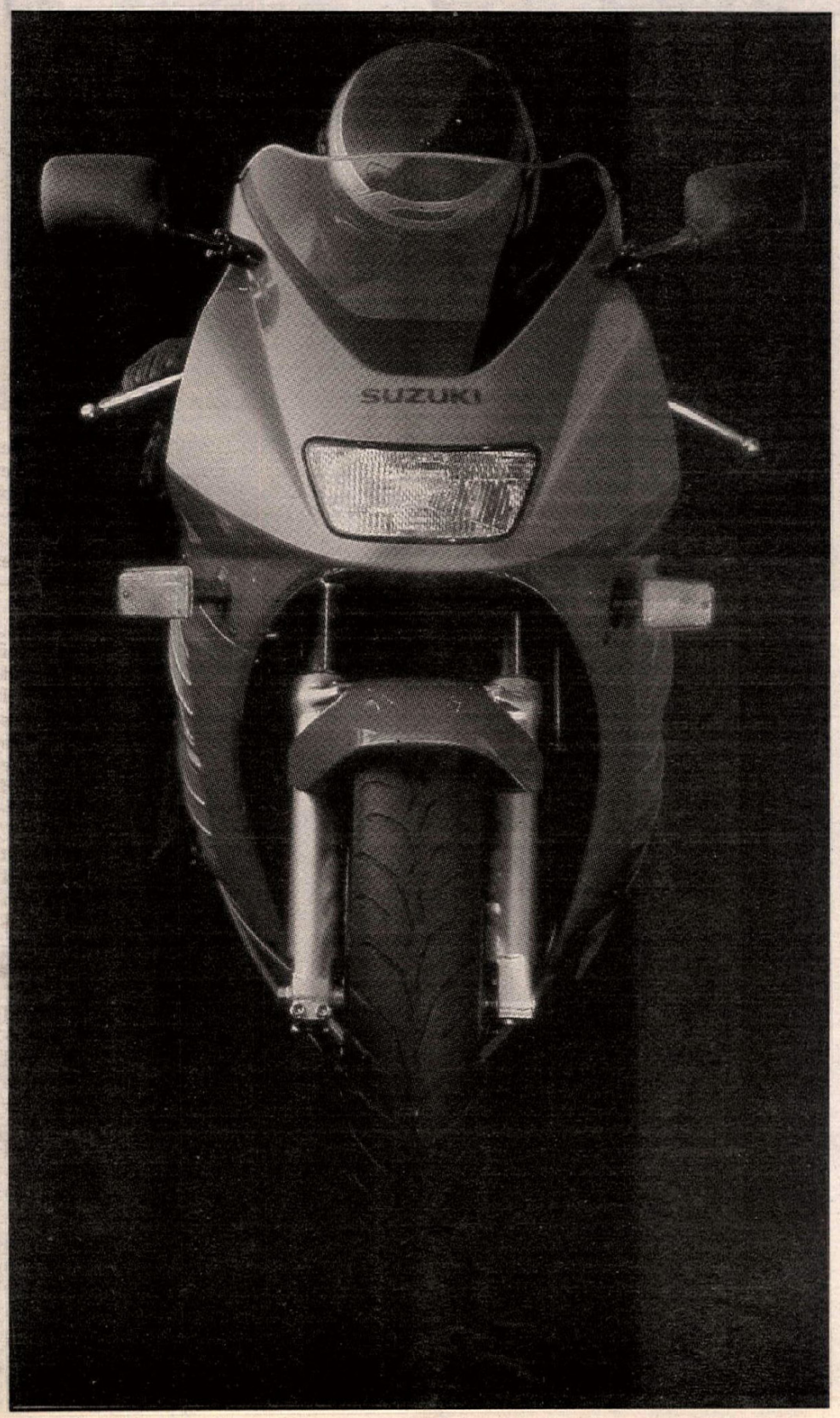
The cooling system is identical to that of the RF600R, utilizing a single, curved radiator with an electric fan. The system is driven directly off the oil pump. Additional cooling is provided by a water-cooled oil cooler, mounted between the oil filter and crankcase.

The RF900R uses the same five-speed transmission and hydraulic clutch assembly as the GSXR1100W. All the internal gear ratios are the same between these models, but the RF has a slightly higher final drive ratio.

The engine also acts as a stressed member of the "diamond"- or "wishbone"- type frame, and is positioned low and close to the steering head. The main spar sections are the same as those used on the RF600R, with the addition of a brace that joins both spars above the engine. However, the seat support section of the frame differs slightly from the RF600R because of the 900's large single- rather than two-piece seat. Suzuki claims that the pressed-steel-constructed frame



(Oppisite page) The new RF900R replaces the GSXR1100 Katana as Suzuki's lone soldier in the open-class sport/touring market. (Right) The RF900R should already be appearing on showroom floors, with a MSRP of $8099. (Below) If you like to ride in the tucked-in position all the time, you'll be quite happy with the RF's protective fairing. In a more "normal" position, you'll still be impressed.



weighs only a little more than the aluminum frame used on the GSXR1100. Unlike the 600, the 900's swingarm is constructed of aluminum instead of steel.

Showa suspension components are used at both ends. Up front is a 43mm, non-inverted but cartridge-style, telescopic fork, which features no external compression or rebound damping adjustment, just spring preload. Wheel travel is 4.7 inches.

Out back, a single gas-charged shock is mounted to a link-type suspension system. Unlike the 600's shock, the 900's Showa utilizes a remote reservoir, complete with rebound and compression damping adjustments, including spring preload. Wheel travel is 4.9 inches.

The front brake system consists of four-piston Nissin calipers with staggered diameter pistons, similar to those used on earlier GSXRs. The calipers grasp 310mm floating-type stainless steel rotors. A two-piston, single 240mm disc system is used in the rear. Sintered-metal pads are used up front; semi-metal in the back.

To help prevent vibration from making it to the rider's arms, the upper fork yoke has been sliced in two where two small rubber buffers have been installed. Rubber bushings were also installed in the footrest mounting plates.

The cast aluminum wheels are graced by new 17-inch Dunlop D203 Sport Max Radial II tires.

The RF900R's "Ferrari-esque" and sensuous styling is, no doubt, one of the bike's most outstanding assets. Ironically, though, the RF wasn't styled after the expensive Italian sports cars that it seems to emulate. Instead, the RF's aesthetic styling was, believe it or not, inspired by a creature of the sea - a stingray, to be exact. The RF's chief styling designer once visited an aquarium and was entranced by the "fluid power and grace of a stingray gliding effortlessly through the water." If you put on your imagination cap and look closely, it is conceivable to see the flowing lines resembling those of a stingray on the front cowling, the taillight assembly, and the fairing's wind ducts, which are, they say, styled after the gills of a stingray. It's kind of like looking at one of those 3-D halusion prints you see in malls nowadays.

Nonetheless, the RF900R is a strikingly good-looking motorcycle, which will be available in two different, monotone color schemes - bright red and pitch black. Both versions look sweet!

Suzuki introduced the RF900R to the motorcycling press in Austin, Texas, which included a two-day, cross-country ride that eventually concluded on the Riverwalk in San Antonio, home of the infamous Alamo. Unfortunately, rain fell on us during most of the ride, but the ever-efficient folks at Suzuki had an RF ready for us to test shortly after our arrival back home in sunny southern California.

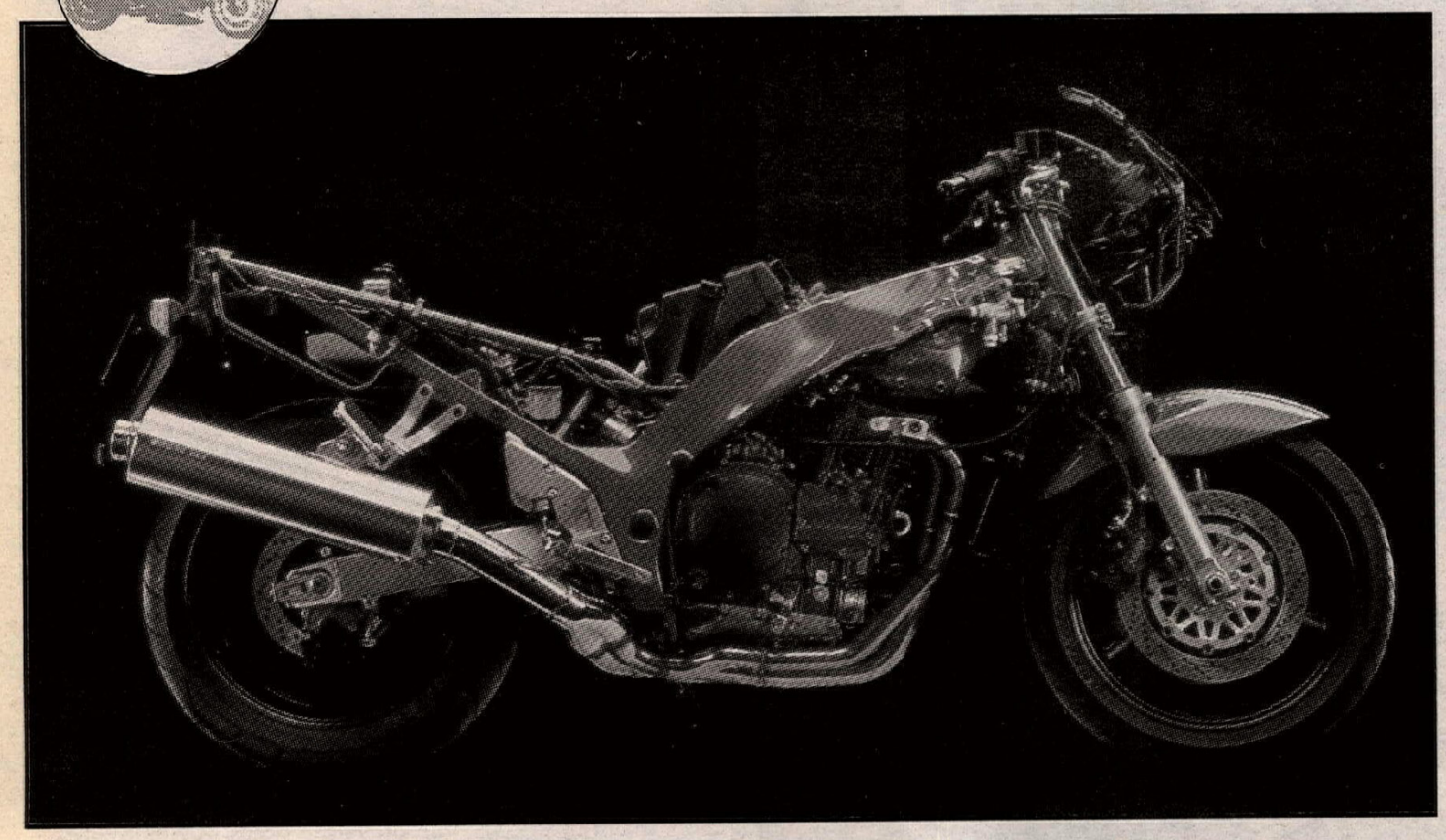
Suzuki engineers said they had three key factors in mind when designing the RF900R: performance, comfort and style. They hit the nail on the head in all three categories.

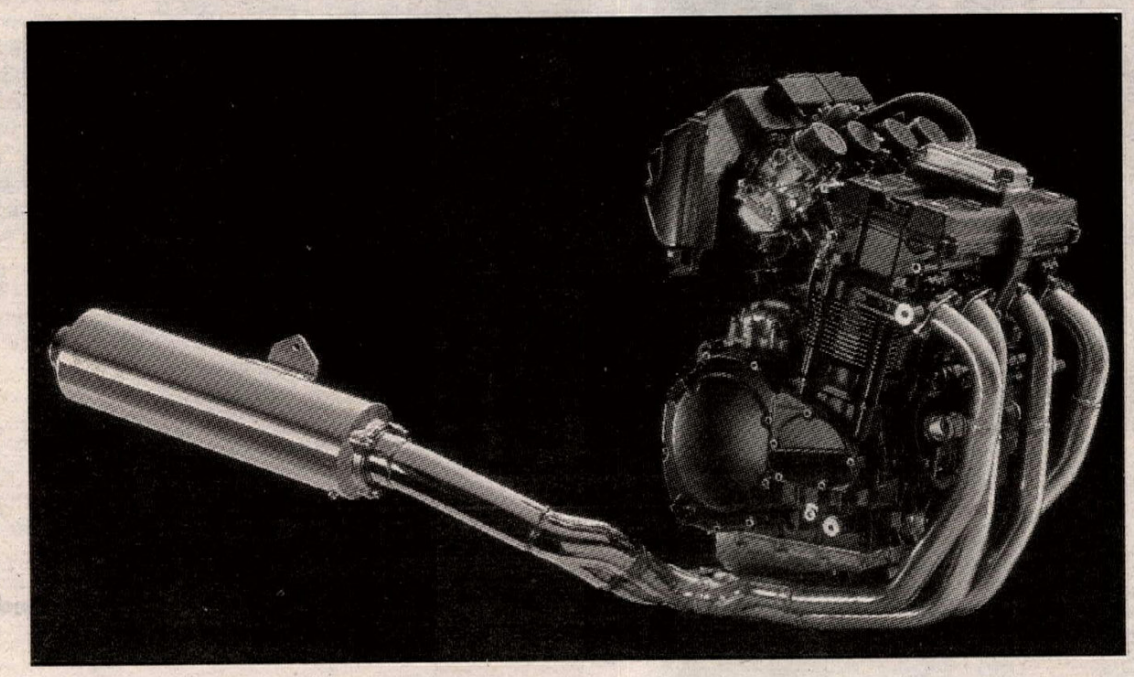
There's certainly no shortage of horsepower here. The RF is downright fast - very GSXR-ish. However, unlike the GSXR, the RF is significantly more road-pleasing than its racer-replica brother. Most of the changes that went into the RF's engine were to boost low-end and midrange performance, and this becomes quite evident the first time you ride the bike. It might not have the awesome torque that some of the RF's larger-capacity rivals like the ZX-11 or the GTS1000 have, but the RF holds its own, and we greatly appreciated this on the wet roads in Texas. Despite having to rail some of the watery turns a gear higher than normal, rolling on the throttle while exiting the turns left very little to be desired. At low rpm, the RF pulls aggressively, but in a tractable and controllable manner. We never had to worry about the engine suddenly "coming on the pipe" and the rear tire breaking loose like might have happened on the GSXR.

When traction is at a premium, you won't be disappointed by the RF's high rate of acceleration. It reaches highway speeds in almost a blink of an eye and does so smoothly, thanks to a wide, broad spread of power. Upon reaching cruising speeds in fifth gear, the RF motors along nicely and effortlessly. There is very little vibration to speak of, and the relatively high final gear ratio (43/15) successfully reduces engine speed so you don't always have that urge to click up another gear.

The RF also shifts quite well but still had a couple of faults. Changing from first to second gear usually produced a significant "clunking" sound from the gearbox, and the clutch lever was far too stiff for our liking. Otherwise, the RF's five-speed transmission shifted extremely smooth, with or without the aid of the clutch.

It takes little input from the rider to





(Above) The RF900R uses a twin-tube steel diamond frame, and the engine also acts as a stressed member. Showa-made suspension components are used at both ends. (Right) The RF's water-cooled, DOHC, 12-valve, in-line four-cylinder engine is closely based on the GSXR1100W's engine. However, it has been tuned to deliver a broader and wider spread of power than its racer-replica brother. (Below) Even though the RF tilts more towards the sport side of sport/touring, it is still plenty comfortable for those long hauls. It corners extremely well.

initiate the turns. Even though the RF feels just a tad on the heavy side, it can still be flicked through a succession of turns without working up a sweat. Once leaned over, it likes to stay there. The RF feels very stable whether or not it's straight-up-and-down and traveling in a straight line, or at a 45-degree angle to the pavement. This machines corners as well, if not better, than any open-class sport/touring bike we've ever thrown a leg over.

One thing about riding in the rain, you really get to know your bike's brakes. By the time we reached San Antonio, the RF's binders and I had become best of friends. More than once I entered a soggy turn a little too hot and was forced to grab more lever than I felt comfortable with, but not once did either end reveal any signs of skidding or locking. There's more than enough stopping power at both ends to haul the RF in on dry ground, and no more than one finger is usually needed on the front brake lever.

Just because the RF900 tilts more towards the sport side of sport/touring, don't think for a moment that comfort was in any way sacrificed. Not at all. In fact, the RF900 is very comfortable, thanks to a wide and firm seat, fairly spacious layout and firm suspension. The rider does lean significantly forward but not nearly as much as on the GSXRs. We rode approximately 200 miles in one day on the RF and felt pretty good afterwards - no back aches, no stiff knees and no cramped thighs or forearms.

The relatively small fairing does an admirable job of keeping the elements off the rider, but the rider's hands are pretty much left exposed to anything that comes your way. We'd like to see better protection in this area.

The RF has a fairly simplistic, but nice-looking instrument panel. The tach and speedo can easily be read at a glance, but don't rely on the low-on-fuel warning light. During our introduction ride in Texas, some of the bikes ran out of gas before, or just as, the warning light came on. Luckily, the RF holds 1.3 gallons of reserve. Most of the bikes had to be switched to reserve at about the 130-mile mark. To our surprise, the RF isn't fitted with a fuel gauge.

If you plan on taking the RF900R to the race track, don't plan on receiving any support from Suzuki. "The RF900R is not a race bike, that's what the GSXRs are for." We heard this many times by Suzuki reps during our stay in Texas. And to prove their point, Suzuki isn't posting any contingencies for the RF900R. But that's okay. The RF is more than happy cruising down the highways and whipping through back canyon or mountain roads.

Suzuki has certainly sweetened the pot in the big-bore sport/touring class with its all-new RF900R. In what was already the most exciting and competitive class in the streetbike market, Suzuki has made your decision-making that much harder.

The RF900R is definitely priced right, especially when you take into account what some of the other manufacturers are asking for their comparable models. The suggested retail price of the RF900R is $8099, which is the lowest in its class; only Honda's CBR1000F comes close at $8199. The RF is priced significantly lower than most of its other competitors, like the $14,999 asking price of Yamaha's GTS1000 , or the $14,590 and $11,890 price tags of BMW's K1100 and R1100RS models. The RF is even $1500 less than Kawasaki's ZX-11.

Hmm, maybe that decision won't be so hard after all. CN

Suzuki RF900R

Specifications

MSRP	$8099
ENGINE	
Type	4-stroke, 4-cylinder, liquid-cooled, DOHC, TSCC
Bore x Stroke	73.0 x 56.0mm
Displacement	937cc
Compression ratio	11.3:1
Carburetion	Mikuni BDST36SS (4)
Air cleaner	Non-woven fabric element
Starter system	Electric
TRANSMISSION	
Clutch	Wet multi-plate type
Gears	5-speed constant mesh
Final ratio	2.866 (43/15)
Drive chain	Takasago RK532GSV2 110 links
CHASSIS	
Front suspension	Telescopic, preload fully adj.
Rear suspension	Link type, 7-way adj. preload, 4-way rebound/ fully compression damping adj.
Wheel travel	
Front	4.7 in.
Rear	4.9 in.
Caster	65-degree
Trail	4.02 in.
Steering angle	30-degree
Turning radius	10.5 ft.
Front brake	Twin hydraulic disc
Rear brake	Single hydraulic disc
Front tire size	120/70 ZR17 Dunlop D203 radial
Rear tire size	170/60 ZR17 Dunlop D203 radial
DIMENSIONS AND DRY MASS	
O/A length	83.9 in.
O/A width	28.7 in.
O/A height	45.9 in.
Wheelbase	56.7 in.
Ground clearance	4.5 in.
Seat height	31.7 in.
Dry mass	447 lbs. (454 lbs. - CA model)
CAPACITIES	
Fuel	5.5 gal. (including reserve)
Fuel reserve	1.2 gal.
Colors	Red, black

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation

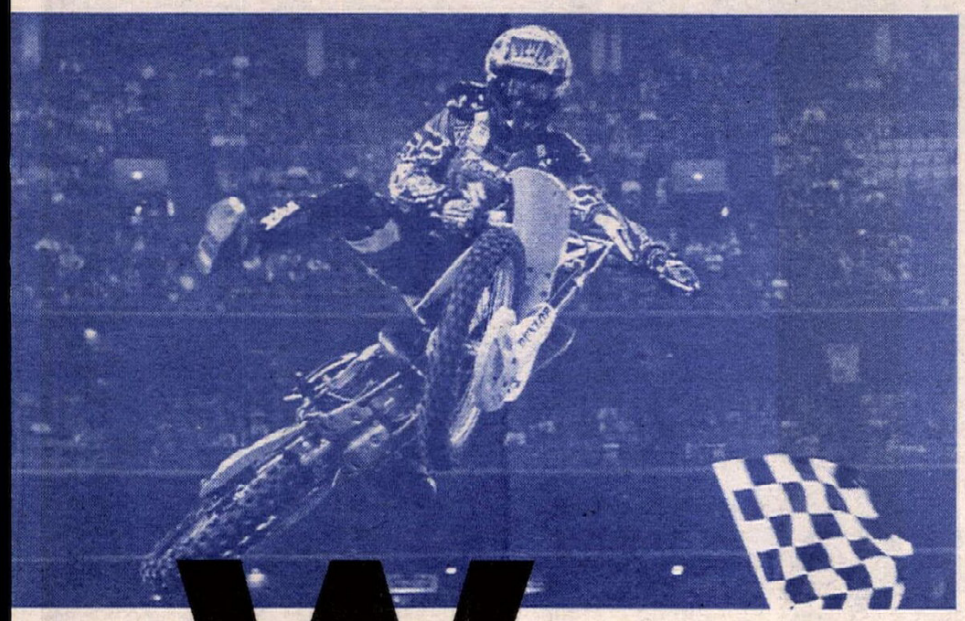
3

Urgent from Mission Control:
Suzuki has blasted into the stratosphere. And all the competition can do is
stand away from the launch pad.
See,
Team Suzuki
just completed a one, two, three sweep at the
Houston Astrodome.
Let's count 'em down:
Damon **Huffman** finished ***3rd,***
Jimmy **Button** finished ***2nd***
and Ezra **Lusk** came in ***1st***
in the 125cc
East/West Supercross.
That sensation you just experienced isn't weightlessness, but
deja vu.
Because the previous week, Lusk and Button also
lit up the sky over Orlando,
going
1 and ***2***
at the Orlando Citrus Bowl 125cc East Region Supercross.

2

Study the
trajectories and it's **no surprise**
Team Suzuki's leading both
the East and West regions of the
AMA Supercross Series.
Those not riding Suzukis
might as well just
abort.
What
is surprising
is that you can buy
a race-ready RM
of your own right off your Suzuki
dealer's showroom floor.
Mix in Suzuki's
$3.3 million
RM contingency program,
the Tony D. Motocross School,
not to mention our
Good Scholar Program,
and you've got all you need to
send your own racing career
into orbit.

1



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ignition.
And
may you never
come down.

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No surprises at Parker 400

By Anne Van Beveren
Photos by Tom Van Beveren

PARKER, AZ, JAN. 22

Kawasaki's Danny Hamel kicked off the 1994 racing season with the same dominating style and unshakable good luck that made him the winningest off-road racer of 1993. The 21-year-old from Boulder City, Nevada, drew the number-one starting position for round one of SCORE International's four-race Desert Championship Series. The lead-off spot put him out in front of the dust, and his skill - along with that of teammate Ty Davis - did the rest.

The Team Green duo kept their KX500 ahead of the pack for 281 trouble-free miles to take the overall motorcycle win and the Open class victory in four hours and 36 minutes - more than 13 minutes and almost three miles per hour faster than their nearest competition.

"We had a big advantage being first off the line because we had no dust, and we had a perfect ride all day to go with it," said Hamel, who has now racked up three consecutive wins at the Parker 400 - the oldest continuous off-road race in the U.S..

The course for the 21st running of the Parker event was the same figure eight that the racers have faced for the last three years. It consisted of a 76-mile upper loop that ran as far north as Mineral Wash, and included the main pit at Shea Road and a special motorcycle and ATV section that was off-limits to the event's truck and buggy classes, and a 64-mile lower loop that circled south through Graham Well. The figure-eight's cross-over and a second pit were located at Midway.

The only change from previous years was that the upper loop of the course had already suffered some wear and tear from a separate 250-mile race for SCORE's new Trophy-Truck Class - a division created for big-money, factory-backed trucks to relieve financial pressure on privateer racers. The new class raced on Thursday so big names like Ivan Stewart, Robby Gordon and Walker Evans could compete in a Mickey Thompson stadium race scheduled for the same Saturday as Parker. The Mickey Thompson event was subsequently postponed because Anaheim Stadium was damaged by the earthquake that hit Los Angeles earlier in the week.

"It seemed a little dustier than usual because the course was chewed up more, but it wasn't too bad, and everybody had the same problem- except Hamel," said Larry Roeseler, who will ride a Kawasaki KLX650 with Garth Sweetland in this year's SCORE series.

Dawn was just beginning to break as the motorcycle racers prepared for their 7.30 a.m. start. The air was chilly and a ribbon of fog hovered over the Colorado River as the 21 teams lined up outside Blue Water Marina, but the cold was soon forgotten when the green flag dropped and Hamel powered down the paved section that led into the first of the two circuits of the 140-mile course.

The rest of the racers followed, one bike at a time, every 60 seconds. Roeseler turned heads before he left the line when his four-stroke started steaming like a percolator in the cold morning air, and long-time Honda factory rider Dan Ashcraft raised some eyebrows when he turned up as a privateer aboard a borrowed CR500.

"I asked for money from Honda this year - some kind of salary or something. I wanted some guarantee like the Kawasaki boys are getting, and they said they couldn't afford to do it at the level that I would like," said Ashcraft. "They thought it was best if I tried to find another ride. We're on good terms."

The most confusing entry in the field came from Tim Morton, John Flores, Brent Blount and Brian Schmuckle, who banded together to campaign a CR500 in the Open class (Class 22), and a CR250 in the 250cc division (Class 21).

"We put four guys on two bikes just to spice it up a little so it's not just the same old thing," Morton explained. "We're just trying something new - something to be different."

The pace slowed a little as the racers cleared the pavement and started into the dusty upper loop of the figure eight.

"It was so dusty this morning that you had to be careful. I did a handstand and almost got off at about the eight-mile marker but I managed to save it," said "Rocket" Rex Staten, who teamed with Dan Worley in a bid for Class 30 (Riders over age 30) honors.

Flat tires slowed some of the riders even more than the dust. The factory Honda team of Johnny Campbell and Jeff Capt, who were racing an XR600 for the first time, rode a flat for 20 miles before they could change their rear tire at Mineral Wash, and Paul Krause, who led off for KX500 teammate Ted Hunnicutt, rode his flat all the way to the Midway pit.

Hamel enjoyed a trouble-free run all the way to Midway and was ahead on adjusted time when he handed the KX500 over to Davis for the southerly loop of the figure eight.

"That part's really fast. Forty miles of it is just pinned. The other 20 is off and on, with 10 miles of whoops," said Schmuckle, who rode his first circuit of the southerly loop on the Morton/Flores team's CR250 and then switched to the team's CR500 for loop two. "I liked the 250 best. The 500 is scary; it goes fast quicker and doesn't slow down as fast when you need to."

A promising early run by Jason Kawell and Steve Hengeveld hit the skids at the end of the southerly loop when the tank on their KX250 split and started spewing gas. The team lost nearly half an hour installing a new tank before they could continue.

The race was over for good for Honda's Charles Halcomb and Chuck Miller when their factory-backed XR628 reportedly blew its transmission in the southerly loop. Dewey Belew's first attempt at a SCORE race turned into a trial by fire when he reached Midway at the end of his first dash around the southerly loop and found that his partner, James Henderson, wasn't ready to get back on the bike.

"He crashed right off the start and

(Left) Danny Hamel had to look back to see his competition. He and Ty Davis led from start to finish. (Below) Brian Schmuckle teamed with Tim Morton, John Flores and Brent Blount. The group raced in two classes, finishing third and eighth overall.

was a bit banged up, so he wasn't looking to get back on," said Belew. "I kept riding. I hadn't been on the top part of the course and I'm glad I hadn't, because I wouldn't have gone on. There's nothing but rocks out there - rocks, big whoops and horrible stuff."

Davis had increased Hamel's lead in the lower half of loop one and the duo was comfortably ahead when he handed the bike back to Hamel at Midway. Hamel was hard on the gas all the way to the main pit at Shea Road and with half the race behind them, Hamel and Davis were nearly seven minutes ahead on adjusted time.

Ashcraft's solo blitz had him second on time when he reached the Shea Road checkpoint, and half a minute ahead of Roeseler and Sweetland, who reported that the clutch was starting to slip on their KLX650. The Morton/Flores/Blount/Schmuckle team had their Open class entry half a minute back in fourth, ahead of Krause/Hunnicutt and the KX500 piloted by Craig Smith and Dave Ondas. The quartet's CR250 led the 250cc field, in eighth overall, more than a minute ahead of 250cc rivals Mitchell and Willert on adjusted time.

The Staten/Worley KX500 held the Over-30 lead, in 10th overall, at the halfway point, ahead of Belew/Henderson and Kawell/Hengeveld. The Class 50 (riders over age 50) team of Sam Bass, 65, and Al Perrett, 55, raced through in 13th overall - less than an hour behind the overall leaders. The Bass/Perrett KX500 was in front in Class 50, with second place held by solo rider Jesse Ellico. More than seven minutes back were Class 40 leaders Chris Haines and Bill Tanner, who had lost time with a front flat.

Hamel continued his trouble-free ride as he began his second circuit of the northerly loop. Ashcraft was pushing hard behind him, but with the Morton/Flores CR500 kicking up dust between him and Hamel, there was little he could do to close the gap.

"I knew Hamel was up there just pulling away, but I couldn't get by (Morton/Flores) because the dust was so bad," said Ashcraft. "And then I started to get a bit tired. The dust wears you out because you're just fighting everything, plus the bike wasn't really set up for me because I didn't have enough time on it."

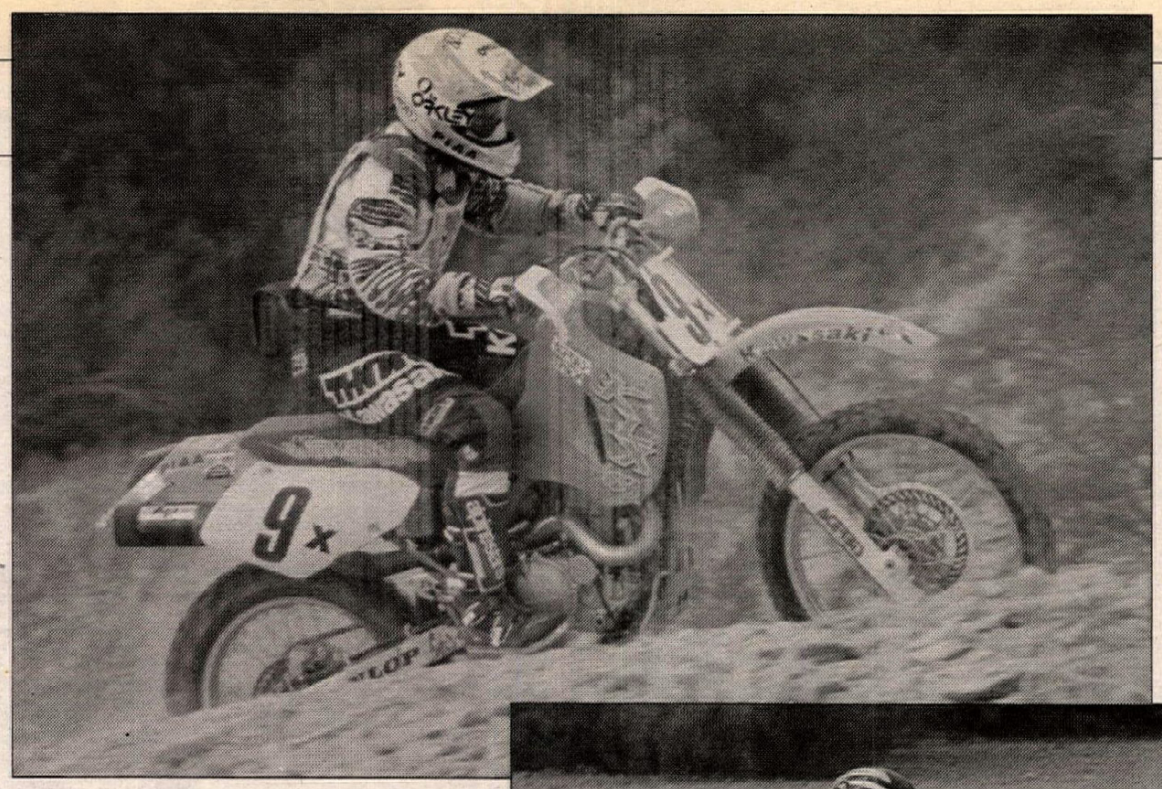
While Ashcraft was fighting too-stiff forks and headshake that was wearing out his arms, Campbell and Willert were launching a charge that had their Honda moving up through the ranks. By the time they reached Midway for the last time, Campbell was neck 'n neck with Roeseler and he pulled away from the Kawasaki ace in a drag race out of the pit.

The 250cc battle was also heating up as Mitchell and Willert tried to eat away at the slender lead held by the Morton/Flores CR250, while the Bass/Perrett Over-50 team slipped behind the hard-charging Class 40 team of Haines and Tanner when Bass stopped to clean his glasses.

"I had to stop about 25 miles from Midway - I couldn't see a thing," said Bass. "I was taking it a little easy by then. My rear tire had worn out and it was spinning "

Without a major upset, there was no stopping Hamel and Davis. The duo had such a comfortable lead that they even took time out to do an extra tire change at the Midway pit before they tackled the final sprint to the finish.

"The pit radios let us know how we were doing. We knew we had time, so we put in an extra splash of gas and did the wheel change just for insurance," said Hamel.



(Left) Larry Roeseler, who will not contest the National Hare & Hound Series this year, is campaigning a four-stroke in the SCORE races. He and Garth Sweetland were third overall. (Below) Dan Ashcraft soloed a privateer CR500 to a runner-up finish.

The Kawasaki Team Green/Bel-Ray/Pro Circuit/Dunlop/Renthal/Trick/Tsubaki/NGK/LR Racing/Scotts/Acerbis/PIAA-backed KX500 remained unchallenged right to the end and streaked down the last high-speed wash to take the checkered flag just a few minutes after noon, with an average speed of 61.064 mph.

Hamel described the dust-free number-one spot as a huge advantage, especially in the early stages of the four-and-a-half hour race. "Being out in front helped a lot. The dust was probably terrible further back and you're going into the sun, so you wouldn't be able to see a thing," said Hamel.

Ashcraft was still hard on the heels of the Morton/Flores CR500 when he crossed the line to take second on adjusted time.

"I had a trouble-free ride. It was just very, very dusty and I couldn't catch up," said the Maxima/Xtreme/Smith/Alpinestar/FMF/F&L/Dunlop-sponsored Dan Ashcraft, who thanked Richard Noss for lending him the bike, and his parents and friends for pitting him. "I always like this course. It has high-speed washes and rocks and roads - a little bit of everything. And I think it's faster than Baja."

The Morton/Flores/Blount/Schmuckle CR500 edged the Roeseler/Sweetland Kawasaki four-stroke out of third overall by just 36 seconds.

"We're still in the development stages with our bike - this is only our second race on it," said the Kawasaki/Shoei/Oakley/Thor/Dunlop/Tsubaki/Bel-Ray/Acerbis/PIAA/Scotts/NGK/Endura/LR Racing-backed Roeseler. "All in all, it was a good day for us. The motor worked great and the handling was great. We'll keep doing our homework. Maybe some day we'll all be riding them."

It was touch and go in the final sprint to the finish for Krause and Hunnicutt, as Campbell's daring last-minute dash sliced their lead thinner and thinner and Hunnicutt struggled with fading brakes.

"The last 80 miles I had no rear brakes. We wore them out because of the dust," said Hunnicutt. "When you can't see and you're really pushing, you're on the brakes, on the gas, on the brakes again - they heat up and go away. Then you start making mistakes and blowing corners because you can't stop fast enough."

But the Kawasaki team's worries were over when Campbell's Honda ran out of gas just a mile from the checkered flag. The unscheduled stop in the wash took Campbell by surprise. "We used a lot more gas in the last loop than in the first one. I think the filter was probably clogged and the bike was running rich," said Campbell. "We should've been able it make it easily."

Campbell's time-out left the Krause/Hunnicutt KX500 sixth overall, ahead of the KX500 piloted by Craig Smith and Dave Ondas, and the Campbell/Capt Honda team had to be content with seventh overall. Tim Morton brought the Morton/Flores/Blount/Schmuckle team's second mount - an all-black CR250 - home in eighth overall to take the Class 21 win.

"The course here is the same old b.s., but it's always fun to race," said the TNT Racing/FMF/Cycle Parts West/RK Chain/Alba Honda/Excel/Trick/Scotts/Alpinestar-supported Morton. "Some people have to have the right deal to go and race, but even if I had to do it all by myself and pay for it all myself, I'd still be racing."

Mitchell shook his head when he discovered that he and Willert had been pushed back into second in the 250cc division by less than half a minute.

"If I hadn't bent the skid plate, we would've won it," said Mitchell, with a sigh. "But we had a good race. Pre-running really helped me a lot. There were so many sections, like when you're going up a blind hill at 80 or 90 mph, that you need to know where you're going. It's a real advantage."

Staten and Worley brought their Kawasaki of Riverside/Sinisalo/IMS/FMF/Dunlop/Endura/MMF/Krause-backed KX500 home in 10th overall to take the Class-30 win, ahead of KX250 racers Kawell and Hengeveld and KX500 pilots Belew and Henderson.

Haines and Tanner got lapped by the first race car in the field as they galloped down the final wash to claim the Over-40 victory in 13th overall, and Over-50 winner Bass was lapped by three cars as he brought the KX500 he shared with Perrett down the wash in 14th overall, just six minutes behind the Over-40 victors.

"When the cars started passing me, I picked up the pace," said Bass. "I didn't want any more of those coming up behind me." CN

Blue Water Marina
Parker, Arizona
Results: January 22, 1994 (Round 1 of 4)

O/A: 1. Danny Hamel/Ty Davis (Kaw); 2. Dan Ashcraft (Hon); 3. John Flores/Tim Morton/Brent Blount/Brian Schmuckle (Hon); 4. Larry Roeseler/Garth Sweetland (Kaw); 5. Paul Krause/Ted Hunnicutt (Kaw); 6. Craig Smith/Dave Ondas (Kaw); 7. Johnnie Campbell/Jeff Capt (Hon); 8. Tim Morton/John Flores/Brent Blount/Brian Schmuckle (Hon); 9. Tex Mitchell/Fred Willert (Yam); 10. Rex Staten/Dan Worley (Kaw); 11. Jason Kawell/Steve Hengeveld (Kaw); 12. Dewey Belew/James Henderson (Kaw); 13. Chris Haines/Bill Tanner (Kaw); 14. Sam Bass/Al Perrett (Kaw); 15. Jim Roewer/Tom Freimuth (Hon); 16. LeRoy "Skip" Crew/Joel Parker (Kaw); 17. Albert Cruz/Esteban Cruz (Yam); 18. Jesse Ellico (Kaw); 19. Bob Van Dyke/Rich Caselli (KTM); 20. Donald Collette (Hon).

CLASS 22: 1. Danny Hamel/Ty Davis (Kaw); 2. Dan Ashcraft (Hon); 3. John Flores/Tim Morton/Brent Blount/Brian Schmuckle (Hon).

CLASS 21: 1. Tim Morton/John Flores/Brent Blount/Brian Schmuckle (Hon); 2 Tex Mitchell/Fred Willert (Yam); 3. Jason Kawell/Steve Hengeveld (Kaw).

CLASS 30: 1. Rex Staten/Dan Worley (Kaw); 2. Jim Roewer/Tom Freimuth (Hon); 3. Jesse Ellico (Kaw).

CLASS 40: 1. Chris Haines/Bill Tanner (Kaw); Bob Van Dyke/Rich Caselli (KTM).

CLASS 50: 1. Sam Bass/Al Perrett (Kaw); 2. LeRoy "Skip" Crew/Joel Parker (Kaw).

Upcoming Rounds:
Round 2 - San Felipe, B.C., Mexico, February 26
Round 3 - Ensenada, B.C., Mexico, June 4

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Round 1: Mesquite Grand Prix

(Left) Greg Zitterkopf led a KTM sweep at the Mesquite GP. The top six riders were aboard the Austrian-bred marque. (Above) Scot Harden won the 30-Plus division.

Zitterkopf and KTM dominate

By Mark Kariya/Dirt Rider

MESQUITE, NV, JAN. 22

Led by former motocrosser Greg Zitterkopf, KTM thoroughly man-handled the Peppermill Championship Grand Prix - round one of the Best in the Desert's newly named Silver State Championship Series. In doing so, Zitterkopf also became the only three-time overall winner of the race, which carries riders through the city streets and into the desert and surrounding farmland.

In the seven-race history of the event, superstar Danny Hamel notched a win in 1990 before Zitterkopf emerged the victor in '91 and '92. Hamel prevented Zitterkopf from making it three in a row last year (though the KTM racer did win the 250cc class). A showdown was avoided this time around, as Team Green commitments took Hamel to the Parker 400, held the same day.

Nonetheless, Zitterkopf rode every turn of the five-lap, 70-mile race as though Hamel was right on his rear wheel. "The only person who could've beaten me was myself," he said later. "I just tried to ride my own race. I knew that without Danny there, if I rode a good, smart race I'd win it."

The KTM USA/Duralube/Z The Racing/Dunlop/O'Neal/Smith/EK/Acerbis/Sidi/Renthal/100%/FMF/IMS/Bieffe/Bernardo Painting/VP Fuels-sponsored rider completed the 70-mile trip on his 550 M/XC in 2:02:36, which includes a five-minute penalty. "I screwed up on the second lap," he admitted. "It was total brainfade. I overshot the pit entrance, so I cut underneath the ribbon (separating the race course from pit lane) to get to my pit." A similar penalty four years ago dropped him from first to third overall, but he had enough of a cushion this time to become the race's winningest rider.

ISDE veteran Kelby Pepper, one of four Pros from Colorado (three of whom made the top 10), faced this course for the first time. It mattered little. He pushed the pace all morning and at one point ran in second overall on his KTM USA/Dunlop/Moose/ Smith/FMF/Acerbis-backed KTM 250.

He couldn't hold off Arizona's Destry Abbott, however. Astride another KTM250, the KTM USA/Duralube/FMF/Arai/Sunoco/AXO/K-Style/Dirt & Street/Dick's Suspension-sponsored racer wrangled his way past Pepper and took the 250cc Pro win in 2:03:47 to Pepper's 2:04:38. After the race, he held up his forearm, pointed to a scar and explained, "This is the first time I've raced since Laughlin (seven weeks ago). I crashed the week after that and had to have surgery." Nice recovery.

Rounding out the top five were Bryan Wade Folks (whose father, Casey, promoted the race) and Over 30 Pro victor Scot Harden, both on KTMs. In fact, KTMs took eight of the top 10 spots and ended up winning 10 classes, roughly one-third.

Yamaha-mounted Julian Cerny just missed breaking into the top 10, but he won the 250cc Expert class for the second Best in the Desert race in a row. He was also the first Expert finisher - not bad for a Canadian.

Nick Pearson, 16, smoked the Amateur race held right after the Pro/Expert competition, bagging the overall on a KTM 250. Younger brother Russell matched that by winning 80cc Expert and the minibike race overall. A first for a Best in the Desert event, the mini event ran on an abbreviated course and drew 34 aspiring young desert racers - not bad, considering the decision to run the class was made only a couple weeks earlier. The "grown-up" race drew 328 entries. CN

Peppermill Resort and Hotel
Mesquite, Nevada
Results: January 22, 1994 (Round 1 of 5)

O/A: 1. Greg Zitterkopf (KTM); 2. Destry Abbott (KTM); 3. Kelby Pepper (KTM); 4. Bryan Wade Folks (KTM); 5. Scot Harden (KTM); 6. Daryl Folks (KTM); 7. Tony Bergman (Hon); 8. Jim Gray (KTM); 9. Todd Hoy (KTM); 10. Donnie Book (Kaw).

OPEN PRO: 1. Greg Zitterkopf (KTM); 2. Daryl Folks (KTM); 3. Tony Bergman (Hon).

250 PRO: 1. Destry Abbott (KTM); 2. Kelby Pepper (KTM); 3. Bryan Wade Folks (KTM).

125 PRO: 1. Jeff Martinez (Yam); 2. Stephen Tichenor (Suz); 3. Charlie Kline (Hon).

30+ PRO: 1. Scot Harden (KTM); 2. Grant Palenske (Yam).

30+ PRO: 1. Bill Maxim (Kaw); 2. Steve Pitts (Suz); 3. Mark Force.

OPEN EX: 1. Ken Kozlik (Kaw); 2. Kurt Hintz (Kaw); 3. Andy Nelson (Hon).

250 EX: 1. Julian Cerny (Yam); 2. Shawn Chavez (Suz); 3. Brad Christensen (Yam).

125 EX: 1. Greg Smith (Suz); 2. Brook Finlinson (Kaw); 3. Mitch Walton (Yam).

25+ EX: 1. Glenn Taylor (Hus); 2. Skipp C. Cohenour (Hon); 3. Shawn Maxfield (Yam).

30+ EX: 1. Mike Longtine (KTM); 2. Kevin Bogue (Yam); 3. Jeffery Boyd (Yam).

35+ EX: 1. John Ewald (Hon); 2. Bill Berroth (Kaw); 3. Randy A. Frei (Kaw).

40+ EX: 1. Tom Webb (Kaw); 2. Mark Hardy (KTM); 3. George Antill (Kaw).

4-STRK EX: 1. Brandon Gerber (Hus); 2. Bob Jones (Hon); 3. George Pennington (Hbg).

OPEN AM: 1. Scott Satterlee (Hon); 2. Jason Platts (Hon); 3. Tyler Tipton (KTM).

250 AM: 1. Nick Pearson (KTM); 2. Shane Leavitt (KTM); 3. Mitch Noorda (Kaw).

125 AM: 1. Pete Vetrano (Hon); 2. Angelo Biasi (Hon); 3. Mario Biaso (Hon).

25+ AM: 1. Patrick David Burns (Hon); 2. James Peltier (Kaw); 3. Erik Erikson (KTM).

30+ AM: 1. Mike Worthington (KTM); 2. Craig Freeman (Hon); 3. Mark Buckholz (Kaw).

35+ AM: 1. Michael Sivak (Suz); 2. Michael J. Searles (Kaw); 3. John Adams (Hon).

40+ AM: 1. Chris Brooke (KTM); 2. Rick Crosland (Hon); 3. Wendell Beckwith (Hon).

48+ AM: 1. Terry Bland (Suz); 2. Jim Danielson (Hon); 3. Stephen Green (KTM).

4-STRK AM: 1. Shawn Tobler (Hon); 2. Kirk Kalkowski (Hon); 3. Steve McGinty (KTM).

VINT: 1. Bill McDaniel (Yam); 2. Ed St. Pierce (Hus).

WMN: 1. Kate Kochenderfer (Hon).

80 EX: 1. Russell Pearson (KTM); 2. Landon Leavitt (Yam).

80 AM: 1. Larry Leavitt (Yam); 2. Joe Lytle.

80 NOV: 1. Jason Yurkiw (Kaw); 2. K.C. Bogue (Yam); 3. David Pearson (Suz).

60 NOV: 1. Jace Kirk (Kaw); 2. Brent Harden (Kaw); 3. Steven Xavier (Kaw).

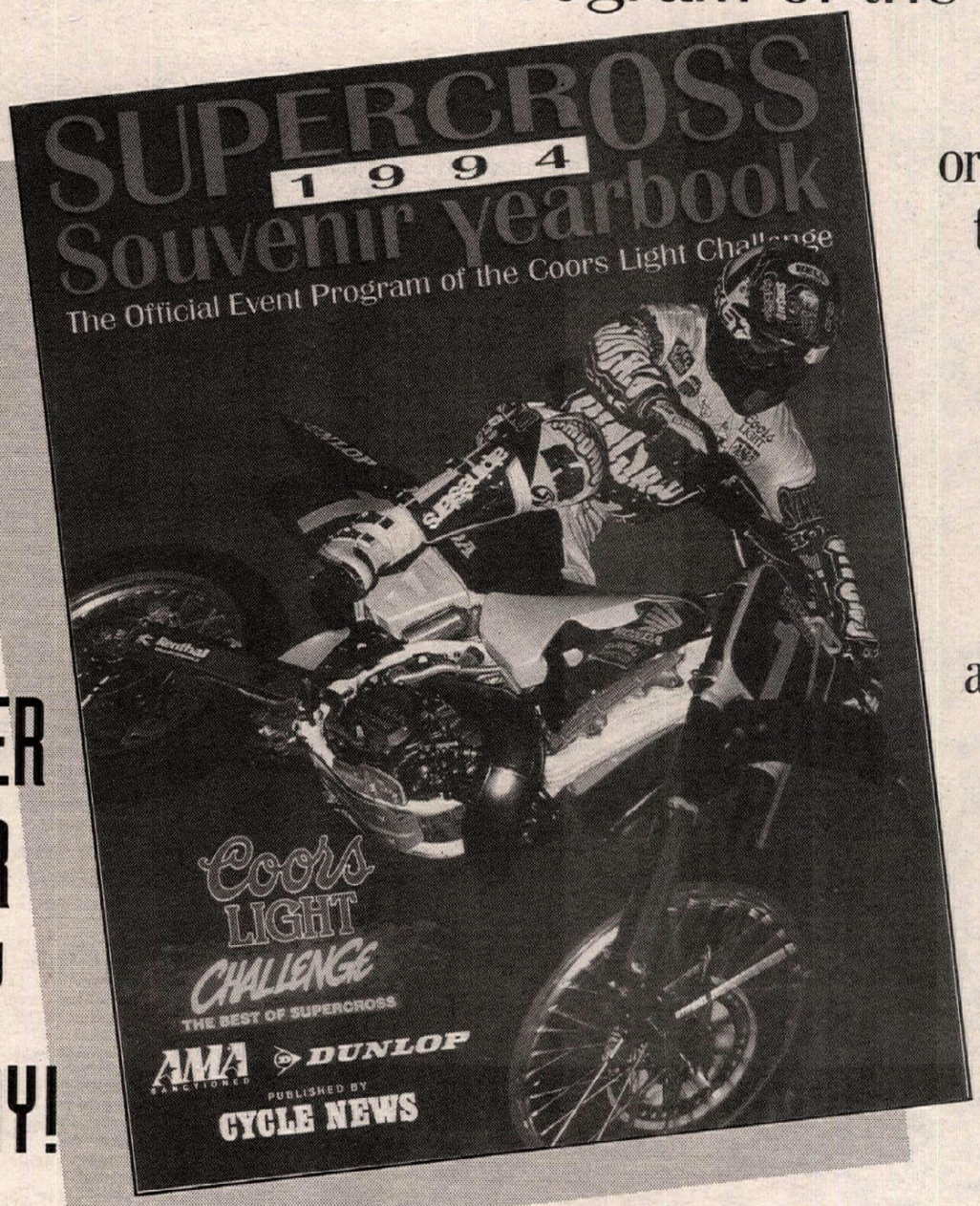
50 EX: 1. Kyle Shearer (KTM).

50 NOV: 1. Tyler Wallis (KTM); 2. Kyle Kellett (Yam); 3. Brock Harden (KTM).

Upcoming Rounds:
Round 2 - Jean, Nevada, March 12
Round 3 - Caliente, Nevada, April 16

SUPERCROSS 1994 Souvenir yearbook

The Official Event Program of the Coors Light Challenge



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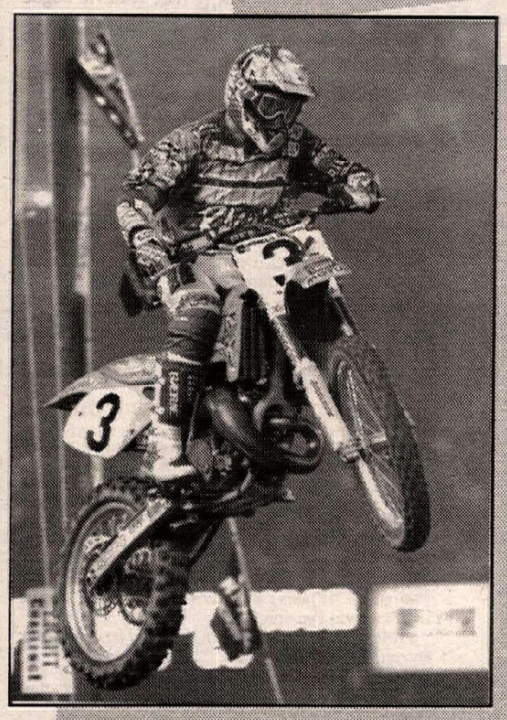

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Round 3: Dade City Motorcycle Raceway

Curry, Ferry very scary

By Mike and Anne Adair

DADE CITY, FL, JAN. 22-23

Team RRP's Tim Ferry and Tuf Racing's Jeff Curry divided overall pro honors at the third round of the Florida Winter AMA Motocross Series in Dade City, Florida. In order to participate, Ferry and a dozen other pros had to catch early morning flights from the Houston Supercross, which took place Saturday night. Promoter Randy Yoho scheduled pro classes late to accommodate those riders, but many still missed the opening 125cc Pro moto.

"The earliest flight left Houston at 7:30 a.m., and we didn't get to Florida until 11:30, said the RRP/Kayo/Kyodo/Honda West/Cycles of West Palm Beach/UFO/Bell/Scott/Sidi/Renthal/Maxima/P3/Dunlop/Ohlins/EK/Sunoco-backed Ferry, who came from behind to win both 250cc Pro motos.

Curry had a busy day, but still posted his best results in the series thus far. He won the 125cc Pro and 250cc A classes, was second in the 125cc A division, and third in the 250cc Pro ranks. "It all turned around for me when Paul Dri became my mechanic last week," said the Kawasaki Team Green/TUF/Dunlop/Renthal/Smith/Shoei/Throttle Jockey/Paint Can Designs/Curry's Motel-supported Curry. "The bikes are solid and he has really helped motivate me."

Alan Andreu repeated as the Vet Pro winner, but had to defend against a last-lap charge by JoJo Keller, who is planning to take another shot at the 250cc Nationals this year. "I felt the pressure of a living legend (Keller) coming up on me," said the Beach Sport Cycle/Scott/Pro Action/Shoei/Yokohama/WKR/Motul/Pit Stop/FMF/RK/Feroce/Frank's Racing-supported Andreu. "I sort of 'candy-assed' the first turn. Keller is a brute; he ran right through a berm and came within a wheel of beating me."

Over 500 entrants enjoyed short-sleeve weather, and the track provided plenty of challenging racing. Giant berms quickly formed, and the deep whoops made for a challenge.

The fist 125cc Pro moto featured a quick breakaway by Kevin Windham and Curry, as Jim Chester, David Gaylord, Pat Barton, Keith Trocolli, Carl Vaillancourt and Barry Carsten fought for third. Curry reeled in Windham and the pair swapped the lead several times before Curry made a move that stuck.

"We were in solid lappers and I never saw a blue flag," said Curry. "I was faster in the whoops and Kevin would pass me in the hard section."

"I stayed home in Louisiana for the two-week break, and I didn't train enough," said Windham. "I died out there."

Keith Johnson seized while in third, and Carsten, who had driven all night from Houston, took the number-three position ahead of Craig Noack and Carl Vaillancourt.

John Kitsch earned the lead in moto two with Jim Neese, Carsten, Barton, Noack and Vaillancourt also near the front. Neese moved by Kitsch and led six laps; Kitsch retired.

"My bike is box stock and the suspension is killing my wrist," said Kitsch.

After missing moto one, Ferry had gotten a terrible gate pick for the second outing, but he managed an awesome charge from the back to take the lead, and eventual win, on lap seven.

"Ferry was flying," said Neese. "I wanted to keep the lead, but the track got too rough to hold it."

"I passed Neese by pinning it on the outside of a berm," said Ferry. "He could have shut me off, but he didn't."

John Dowd and Curry had also moved by Neese at moto's end. "We both love sand, but this is Timmy's track, and he's flying," said Dowd.

"Windham and I got killed on the start," said overall winner Curry. "Ferry got to the front first, and there was no catching him."

Vaillancourt had a good day with a sixth-place moto finish, and third overall.

Carsten erased Vaillancourt's first-

(Top) Jeff Curry (56) and Tim Ferry (28) were the big winners at Dade City. Curry won the 125cc Pro and 250cc A classes, while Ferry caught a red-eye flight from the Houston Supercross to top the 250cc Pro division. (Right) Ricky Carmichael (167) was the winner in three divisions. Here he dices for the lead in the 125cc Youth class, which he won aboard a KX80. (Below) Alan Andreu (149) was the top vet rider, taking home two first-place trophies.

moto 250cc Pro holeshot, to lead lap one ahead of Vaillancourt, Curry, Ferry, Dowd and Scott Sheak. Ferry was a distant second on lap two, and began stalking Curry.

"I got nervous while I was leading, and I started getting stomach cramps," said Curry. "I would much rather chase than lead."

Curry eventually got his wish; once by, Ferry stayed up front all the way to the finish.

Curry took the point for the first two laps of moto two, but Ferry took over for good on lap three. Ferry led Dowd, Johnson, Curry and Vaillancourt across the line.

"I got a good start, but Dowd and Johnson were up there with me and I couldn't hold them off," said Curry.

Kawasaki Team Green's Ricky Carmichael earned three close wins, the most impressive coming in the 125cc (12-15) division, which he won aboard an 80. "I started fifth in the first moto and caught Shawn Perolio for second, but Robbie Horton took the win," said Carmichael.

Carmichael passed Horton to win moto two and the overall. Horton rebounded with a 125cc B class win, while Perolio made between-moto suspension adjustments to top the 250cc B division. Alan Andreu closed Earl May's 25+ A class points lead with a win. CN

Dade City Motorcycle Raceway
Dade City, Florida
Results: January 22-23, 1994 (Round 3 of 4)

125 PRO: 1. Jeff Curry (Kaw); 2. Kevin Windham (Kaw); 3. Carl Vaillancourt (Suz); 4. Barry Carsten (Suz); 5. Craig Noack (Suz).

250/500 PRO: 1. Tim Ferry (Hon); 2. John Dowd (Yam); 3. Jeff Curry (Kaw); 4. Carl Vaillancourt (Suz); 5. Fred Andrews (Yam).

VET PRO: 1. Alan Andreu (Yam); 2. JoJo Keller (Yam); 3. Earl May (Yam); 4. Jon Ortner (Kaw); 5. Ricky Palmer (Hon).

125 A: 1. Kevin Windham (Kaw); 2. Jeff Curry (Kaw); 3. Bruce Stratton (Suz); 4. Brian Austin (Hon); 5. Pat Barton (Hon).

250 A: 1. Jeff Curry (Kaw); 2. Craig Noack (Suz); 3. Kevin Windham (Kaw); 4. Matt Crown (Yam); 5. Brian Austin (Hon).

P/W: 1. James Stewart (Yam); 2. Matt Goerke (Yam); 3. Jason Wood (Yam); 4. Barrett Smith (Yam); 5. Robert Holstein (Yam).

65 (7-11): 1. James Stewart (Kaw); 2. Joshua Summey (Kaw); 3. Joshua Paustino (Kaw); 4. Chaz Northey (Kaw); 5. Jason Bell (Kaw).

85 (7-11): 1. Travis Pastrana (Suz); 2. Robert Farnell (Yam); 3. Aaron Lindsey (Kaw); 4. Tyson Hadsell (Suz); 5. Joshua Summey (Kaw).

85 (12-13): 1. Matt Walker (Kaw); 2. Justin Buckelew (Yam); 3. Josh Scott (Hon); 4. Jessie Ballard (Suz); 5. August Lausberg (Kaw).

85 (14-15): 1. Ricky Carmichael (Kaw); 2. Shae Bentley (Kaw); 3. Jason Thomas (Kaw); 4. Adam Rake (Kaw); 5. Brock Sellards (Kaw).

S/MINI: 1. Ricky Carmichael (Kaw); 2. Derrick Bentley (Kaw); 3. Brock Sellards (Kaw); 4. Jason Thomas (Kaw); 5. Adam Rake (Kaw).

125 YTH: 1. Ricky Carmichael (Kaw); 2. Robbie Horton (Kaw); 3. Shawn Perolio (Kaw); 4. Derrick Bentley (Kaw); 5. Ryan Voase (Suz).

16-25: 1. J.D. Collins (Kaw); 2. Thomas Pierce (Hon); 3. Charles Dunaway (Kaw); 4. Jeff Neilander (Hon); 5. John Averdt (Suz).

25+ A: 1. Fred Andrews (Yam); 2. Alan Andreu (Yam); 3. Pat Barton (Suz); 4. Matthew Crown (Yam); 5. Earl May (Yam).

30+ A: 1. Alan Andreu (Yam); 2. Earl May (Yam); 3. Brian Austin (Yam); 4. Ricky Palmer (Hon); 5. Karl Schindler (Kaw).

35+ A: 1. David Bowman (Suz); 2. Woody Strickland (Yasm); 3. Steven Lewis (Yam); 4. Jeff Hughes (Kaw); 5. Scott Rhinehart (Kaw).

40+: 1. Woody Strickland (Yam); 2. Steve Lewis (Yam); 3. David Johnson (Yam); 4. Stephen Coy (Kaw); 5. Gary Peak (Suz).

25+ B/C: 1. John Lundy (Yam); 2. Tim Stokes (Yam); 3. Steve Dunmond (Yam); 4. John Havens (Yam); 5. Barrett Dauchster (Kaw).

30+ B/C: 1. Flip Page (Yam); 2. John Lundy (Yam); 3. John Havens (Yam); 4. Dell Ellanson (Yam); 5. Gregory Lykers (Yam).

125 B: 1. Robbie Horton (Kaw); 2. J.D. Collins (Kaw); 3. Jarrett Tipping (Suz); 4. Randey Buckely (Hon); 5. Charles Dunaway (Kaw).

250 B: 1. Shawn Perolio (Kaw); 2. J.D. Collins (Kaw); 3. Charles Dunaway (Kaw); 4. Don Dawson (Suz); 5. Charles Dunaway (Kaw).

OPEN NOV: 1. Jim Montgomery (Hon); 2. Walter Procaryn (Kaw); 3. Mitchell Holstein (Kaw); 4. Randy Norris (Hon); 5. Rudy Savelli (Hon).

125 C: 1. Charles Cantopoulo (Hon); 2. James McCormick (Suz); 3. Ronnie Rennee (Yam); 4. Shane Fox (Suz); 5. Lee Tatham (Yam).

250 C: 1. John Sheffry (Suz); 2. Lee Tatham (Yam); 3. Jason Wasdin (Kaw); 4. Shane Fox (Suz); 5. Jared Cole (Hon).

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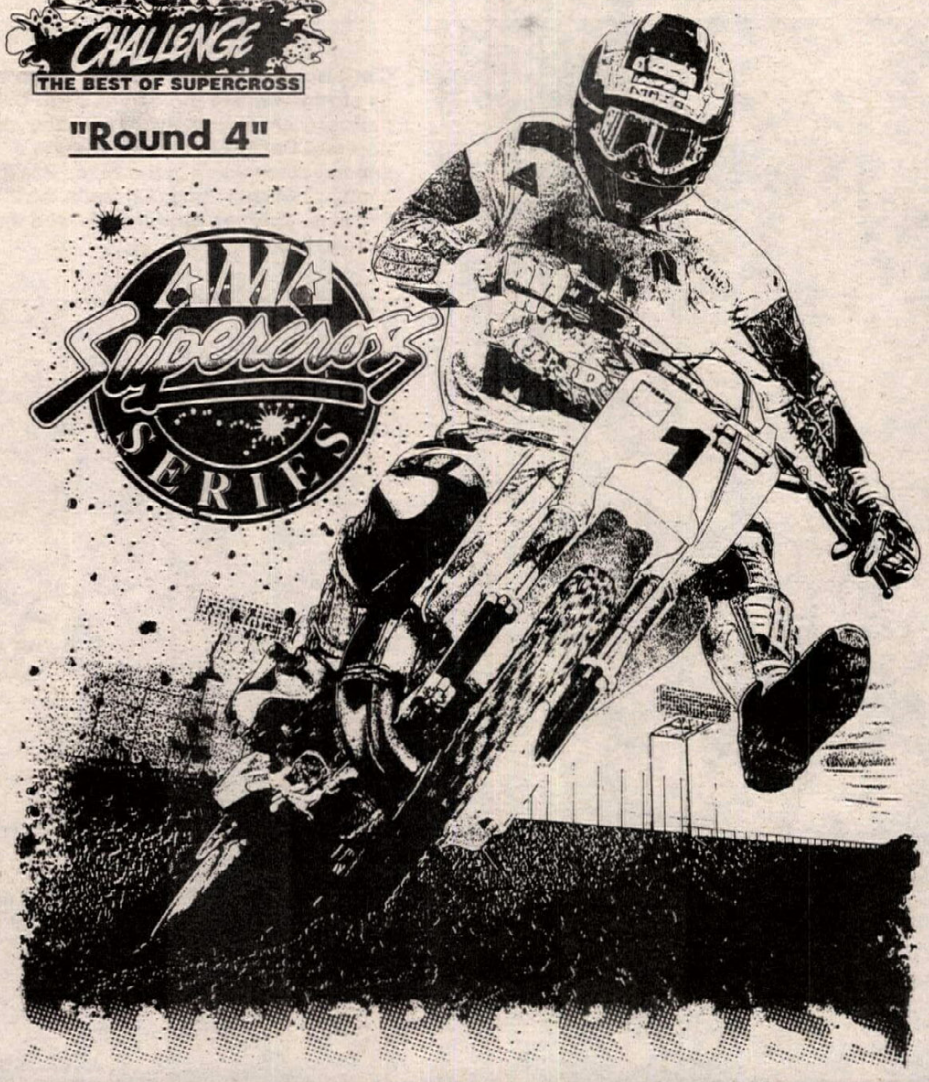

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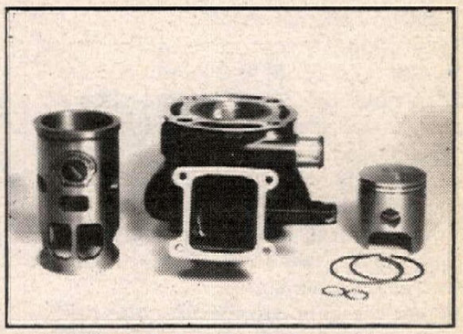

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Round 3: Glen Helen Raceway

(Left) Bob Moore took the Glen Helen track by storm, winning three of four Pro-class motos. (Below) Rick Ryan made the trip from northern California, and motored to a second-place finish in the 250cc Pro division. (Bottom) Chris Young (82) leads the 250cc Pro class through turn one. He won the second moto.

Moore too much for competition

By Tony Alessi

SAN BERNARDINO, CA, JAN. 23

Bob Moore swept three out of four motos en route to overall victories in both 125 and 250cc pro classes during round three of the GFI Winter Series at Glen Helen Raceway.

Moore talked the talk, and walked the walk in front of over 600 amateur racers who came from various cities in both northern and southern California as well as six other states.

When the gate dropped for the first 125cc Pro race, 30 of the finest pro riders thundered into the sharp, right-handed first turn. Emerging first was the teenager from Sun City, California, Don Upton with Chris Young, Mike Chamberlain, Ray Crumb and Moore in hot pursuit. Upton, no stranger to the Glen Helen race facility, had made the top 10 less than six months ago at the Glen Helen 250cc National MX.

Moore was on the move and methodically picked off riders one by one until he was second, and in position to challenge Upton for the lead.

"I'm really here just for the practice," Moore said. "I am not about to try anything that can get me hurt. The World Championship is my number-one priority."

Moore followed Upton lap after lap, waiting for the smallest of openings, but none came as Upton was riding a great race.

"I was suprised I felt so good," Upton said. "I only slept two hours after flying in from the Houston Supercross, and I'm racing my practice bike."

With three laps to go, Moore finally forced the issue and slid his Chesterfield Yamaha in front of Upton.

"I looked over and Moore's front tire was right there," Upton said. "I tried to move over but I couldn't do a thing."

Moore opened a small margin during the remaining laps, with NCY/Xtreme/Bill's Pipes-backed Upton not far behind in second. Moore crossed the finish line for the win with Upton a solid second in front of Chamberlain and Ray Crumb, who wore a boot four sizes too big on his broken foot.

The second moto saw a suprise holeshot by Chris Young, who went on to lead all the way to the finish.

"I didn't do anything special," Young said. "I just felt really comfortable...I'm sure Moore is kind of mad right now. He comes here expecting to win every moto."

Moore and former factory Yamaha rider Doug Dubach had a great race for second place, which came down to the wire. "Chamberlain took me wide in this turn in the beginning of the race, but I came back and almost got Moore at the finish for second," Dubach said.

"I got rubber on my side plate from Doug's wheel," added Moore.

"I jumped past him, and then we hit and stopped," Dubach said. "When we took off, Moore's bike was just faster up the hill."

Moore finished the moto second with Dubach inches behind in third. Chamberlain rode a solid moto for fourth with Yamaha test rider Joel Albrecht and Don Upton rounding out the top six.

"I guess the jet lag finally kicked in," Upton said, "I just wasn't sharp for that second moto."

Moore returned and mastered both 250cc Pro motos, riding a bike that many of the other pros said was leaps and bounds faster then any other machine on the track

"This bike was built by FMF. Both Don Emler and Terry Varner are working together now, and they make really fast bikes," Moore said.

Moore was merciless, and motored home for the double-moto victory in front of Rick Ryan, Lance Smail, Dubach and Young.

If Moore was the prince of the pro classes, then Kenny Zahrt was the king of the vet divisions. Zahrt, who is one year shy of 40, posted an awesome six-moto sweep of the 25+, 30+ and 35+ Master classes.

Zahrt battled with former National champ Gary Jones in both the 30+ and 35+ Master classes before pulling ahead late in each race for the eventual win. Jones, at age 42, finished second in three of the four races he entered and said he was trying to improve his speed by racing with the younger guys.

Zahrt found the racing a little harder in the 25+ Master class, where he battled with Chris Radzinski for much of the first moto

"He was on the gas!" said Radzinski of Zahrt. "His speed was right up there with all of us." During the closing moments of the race, Radzinski crashed back to seventh, giving Zahrt some breathing room which he used for the moto win in front of Joe Fernandez and Ronnie Gilbert.

In the second moto, Zahrt again took control, which was especially amazing since it was his sixth race of the day, and he had just come off the track from a win in the 35+ Master race. Zahrt dug deep and somehow found the speed and energy to win again, this time holding off a last-lap charge from Ronnie

ilbert to post the moto and overall ins.

Oscar Vadlez didn't win either 80cc lovice moto, but his consistent riding id earn him the overall victory for the ay. Valdez rode to a pair of second-lace finishes, following George Ham-nel in the first moto and Levi Reid dur-ng the all-important second moto. When the dust settled, Valdez took iome the coveted first-place trophy while Hammel's 1-3 was good for sec-ond and Reid's 4-1 left him third in front of Dusty Walters and Noah Adams. CN

Glen Helen Raceway
San Bernardino, California
Results: January 23, 1994 (Round 3 of 6)

50 BEG: 1. Ryan Piattoni (Yam); 2. Patrick Walsh (Yam); 3. Chad Willis (Yam); 4. Phillip Bruscella (Yam); 5. Tyler Willis (Yam).

50 STK NOV: 1. Carlos Gonzales (Yam); 2. Andrew Nason (Yam); 3. Justin Eckenroad (Yam); 4. Patrick Walsh (Yam); 5. Jeff Alessi (Yam).

50 STK EX: 1. Daniel Taft (KTM); 2. Mike Alessi (Yam).

50 S/STK NOV D-1: 1. Andrew Nason (Yam); 2. Shay Weaver (Yam); 3. Joshua Brown (Yam); 4. James Baker (Yam); 5. Gregory Jones (Yam).

50 S/STK NOV D-2: 1. Chris Caudillo (Yam); 2. Brian Thomason (Yam); 3. Kyle Foltz (Yam); 4. Donald Chollar (Yam); 5. Dane Jackson (Yam).

50 S/STK EX: 1. Chad Munn (Yam); 2. Daniel Taft (Yam); 3. Mike Alessi (Yam); 4. Ryan Brat (Yam); 5. Tommy Cochran (Yam).

50 MOD NOV: 1. Brody Bolling (Yam); 2. Dereck Bollman (Yam); 3. James Baker (Yam); 4. Jeff Alessi (Yam); 5. Dallas Peick (Yam).

50 MOD EX: 1. Chad Munn (Yam); 2. Tyson Talkington (Yam); 3. Daniel Taft (Yam); 4. Mike Alessi (Yam); 5. Tommy Cochran (Yam).

60 BEG: 1. Jesse Mock (Kaw); 2. Chad Robbin (Kaw); 3. C.J. Tisinger (Kaw); 4. Scott Simon (Kaw); 5. Derrick McClintock (Kaw).

60 NOV: 1. Jason Ciarletta (Yam); 2. Johner Faulkner (Yam); 3. Dustin Watson (Kaw); 4. Chris Rogers (Kaw); 5. Anthony Bruscella (Kaw).

80 F/T: 1. Dieter Temmerman (Suz); 2. Sean Moore (Kaw); 3. Jasmine Reid (Yam); 4. Chad Robbins; 5. Cody Randall (Yam).

80 BEG: 1. John Sanders (Suz); 2. Dustin Ryley (Yam); 3. Chris Paivek (Yam); 4. Brad Langston (Yam); 5. Cory Williams (Yam).

80 NOV: 1. Oscar Valdez II (Yam); 2. George Hammel (Suz); 3. Levi Reid (Yam); 4. Dusty Walters (Yam); 5. Noah Adams (Yam).

80 INT: 1. Jerry Aleman (Yam).

125 BEG D-1: 1. Mark Stuen (Kaw); 2. Jon Horstman (Hon); 3. Mike Steinhoff (Yam); 4. Paul Temmerman (Suz); 5. Chad Stuen (Kaw).

125 BEG D-2: 1. Jerry Sunseri (Hon); 2. Bob Woolsey (Suz); 3. Bryan Wolter (Kaw); 4. Scott Cooper (Kaw); 5. Erin Donnelly (Suz).

125 NOV D-1: 1. Cory Sievers (Suz); 2. Josh Amaradio (Kaw); 3. Grant Gaspar (Suz); 4. Cliff Cook (Suz); 5. Pat Carson (Kaw).

125 NOV D-2: 1. Fritz Bottger (Hon); 2. George Hammell (Suz); 3. Eric Anderson (Suz); 4. Jason Padilla (Suz); 5. Jeff Stayton (Yam).

125 INT: 1. Ty Kady (Suz); 2. E.J. Wright (Suz); 3. Scott Johnson (Suz); 4. Raymond Bowers (Hon); 5. Eric Schnell (Suz).

125 PRO: 1. Bob Moore (Yam); 2. Mike Chamberlain (Kaw); 3. Chris Young (Suz); 4. Don Upton (Yam); 5. Joel Albrecht (Yam).

250 BEG: 1. Skip Edwards (Suz); 2. Tom Butler (Yam); 3. Colin Eberly (Hon); 4. Jason Stockton (Kaw); 5. Shane Leyden (Suz).

250 NOV: 1. Cliff Cook (Yam); 2. Chad Bruce (Hon); 3. Giovanni Spinali (Yam); 4. Todd Broussard (Suz); 5. Grant Gaspar (Yam).

250 INT: 1. E.J. Wright (Suz); 2. Ty Kady (Suz); 3. Todd Mitchell; 4. Chip Rotan (Kaw); 5. Joe Ryan (Suz).

250 PRO: 1. Bob Moore (Yam); 2. Rick Ryan (Yam); 3. Lance Smail (Hon); 4. Doug Dubach (Yam); 5. Chris Young (Suz).

500 BEG: 1. Colin Yates (Kaw); 2. Ryan Grooman (Kaw); 3. Brett Cross (Kaw).

500 NOV: 1. Scott Marlow (Kaw); 2. Jon Nixon (Kaw); 3. Dean Brown (Hon); 4. Henry Koksenski (Hon); 5. Jim McKenzie (Kaw).

500 INT: 1. Joe Fernandez (Kaw); 2. Bobby Hubbard (Hon); 3. Carl Gazafy (Hon); 4. Bill Hastings (Hon).

500 PRO: 1. Jon Nelson (Hon); 2. Terry Fowler (Hon); 3. Lance Smail (Hon); 4. Willy Musgrave (Hon); 5. Rick Ryan (Hon).

25+ AM: 1. Joe Merriam (Kaw); 2. Paul Wright (Yam); 3. Giovanni Spinali (Yam); 4. Todd Broussard (Suz); 5. Tony Alessi (Yam).

25+ MSTR: 1. Kenny Zahrt (Yam); 2. Ron Gilbert (Yam); 3. Fitz Gibbon (Kaw); 4. Joe Fernandez (Kaw); 5. Chris Radzinzki (Yam).

30+ PRO: 1. Mike Beier (Kaw); 2. Allan Dyck (Yam); 3. Willy Musgrave (Hon); 4. Pete Murray (Suz); 5. Brett Cross (Kaw).

30+ AM: 1. Dickie Dye (Yam); 2. William Panasarar (Hon); 3. James Derridder (Yam); 4. Greg Hayward (Yam); 5. Tim Mitchell (Yam).

30+MSTR: 1. Kenny Zahrt (Yam); 2. Gary Jones (Yam); 3. Eric Beingesser (Yam); 4. Bob Johnson (Kaw); 5. Loren Pochirowski (Hon).

35+MSTR: 1. Allan Decker (Kaw); 2. Scott Freeman (Yam); 3. Steve Fortune (Yam); 4. Brad Sloan (Hon); 5. Kirk Bassett (Hon).

40+ AM: 1. Don Wllingsford (Kaw); 2. Bill Carr (Yam); 3. Wayne Carey (Yam); 4. Tom Eberly (Hon); 5. Lee Johnson (Yam).

40+MSTR: 1. Gary Jones (Yam); 2. Rick Johnson (Hon); 3. Carl Gazary (Hon); 4. Dirk Temmerman (Kaw); 5. Lars Larsson (Yam).

Upcoming Rounds:
Round 4 - Temecula, CA, February 13
Round 5 - Carslbad, CA, February 20

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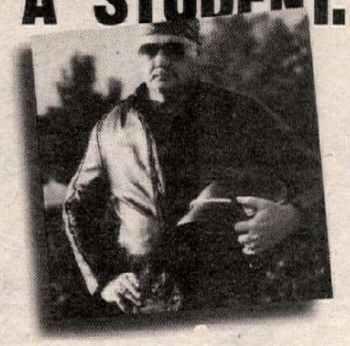

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L. A. Superbike Championship

Round 3: Barona Oaks Raceway

Manneh is master

By Scott Hoffman

RAMONA, CA, JAN. 23

Bader Manneh was the overall victor in the 250cc Pro class; he posted 2-1 moto finishes while competing in the third round of CMC's FMF Golden State Nationals at Barona Oaks Raceway.

Racers beat the forecasted poor weather as they traveled south to one of California's oldest motocross facilities, and the jump-filled, hillside track was praised by many of the riders as the day progressed.

At the start of the first 250cc Pro race, it was Jeff Tilton, Dennis Dahlin and Craig Canoy haggling over the top spot. Canoy took the position on his Kawasaki, while Tilton held second and Dahlin was in third. Series points leader Terry Parsons moved up quickly from a mediocre getaway, first relegating Dahlin to fourth, and on the second lap dropped Tilton one position to take over the runner-up spot. Parsons maintained his brisk pace as he closed in on the leader, and soon motored past Canoy for the lead.

"I haven't been riding much lately, because I had the flu," said Canoy. "I just tried to ride consistently."

Back in the pack and charging hard were Manneh and Jimmy Lavorci. Both riders suffered from poor starts, but were working their way through the field quickly. Manneh had the jump on Lavorci as he moved into the third spot by the halfway point, while Lavorci worked his way into fourth by the end of the race.

Up front, Parsons had pulled out a comfortable lead, which soon became less comfortable when he went down.

"I went into the turn and my front tire was in one rut and my rear was in another. I fell on my butt," said Parsons.

Canoy's consistent riding style paid off as he regained the top position. As the final laps wound down, Manneh tried to reel in Canoy, but it was too little, too late, and Canoy took the win. Parsons managed to salvage the third spot in front of Lavorci.

In the second moto, Damon Kemp found himself leading a freight train consisting of Parsons, Lavorci, Manneh and Tony Sulek. Kemp rapidly felt the heat as the field quickly moved past. Parsons took over the lead, while Manneh snatched second and moved in on Parsons' rear wheel. Lap after lap, the two riders rode close together, with Manneh finally breaking free at the halfway point and moving into the lead.

"He (Parsons) took a bad line up the hill and I had a smooth one," said the Pro Circuit/UFO-backed Manneh. "I got him on the inside at the top of the hill."

Parsons tried to stay close, but couldn't pull in to make a move. At the finish, Manneh took the win and the overall. Parsons and Lavorci finished second and third, while Canoy worked his way up from a poor start to finish fourth.

In the 125cc Pro race it was all Parsons, as he took his JT/Varner/Rocket Rex/FMF-sponsored Kawasaki to back-to-back moto wins. In the first moto, former 125cc National Champion Ron Lechien borrowed a bike and took the early lead, followed by Lavorci and Manneh.

"This is the first time I've ridden a 125 in I can't even remember how long," said Lechien, who held his lead for half the moto before Parsons worked his way to the front. Lavorci tangled with

(Above) The CMC Golden State Series headed down south, where Bader Manneh put together 2-1 finishes to take the 250cc Pro class. (Left) Jimmy Lavorci leads the pros in early-moto action. Chasing him are 125cc Pro class winner Terry Parsons (1), Ron Lechien (3), Eric Wicker (206), Jeff Tilton (74) and Bader Manneh (3). (Below) Travis Preston (19T) dices with Dustin Nelson on his way to a 125cc Intermediate class win.

Lechien and went down, while Manneh was slowed by a flat front tire. Parsons seized the opportunity to sneak into the lead, and started to pull away. At the finish it was Parsons and Lechien 1-2, with Canoy coming up from the back for third.

In moto two, Parsons took the early lead and never looked back. Canoy moved into the second spot, but not before battling with Lavorci during the early stages of the race. Lechien pulled off with twisted knee; Manneh and Darren Hoeft moved in to finish third and fourth.

In the 250cc Intermediate class, it was a dogfight for the lead in the first moto until local rider Dustin Nelson showed fellow Team Green pilots Jeff Willoh and Jason Partridge how to ride fast on the Barona track. In the end it was a Kawasaki sweep, with Nelson leading Willoh and Partridge.

Nelson had crashed in his second 125cc moto, and was a no-show for the 250cc division's second outing, so Willoh was left all alone at the front of the pack. Travis Preston ran in second, while Matt Bateman and Partrige diced for third. Willoh took the win with Preston second and Partridge moving past Bateman for third. CN

Barona Oaks Raceway
Ramona, California
Results: January 23, 1994 (Round 3 of 4)

P/W BEG: 1. Ricky Henne (Yam); 2. Cory Burns (Yam); 3. Jeff Christy (Yam); 4. Steven Stultz (Yam); 5. Jacob Poole (Yam).

P/W JR: 1. Ricky West (Yam); 2. Sean Collier (Yam); 3. Chris Nihan (Yam); 4. Ronnie Gamble (Yam); 5. Kyle Partridge (Yam).

P/W MOD: 1. Ronnie Gamble (Yam); 2. Chris Nihan (Yam); 3. Anthony Houser (Yam); 4. Sean Collier; 5. Buck Gulley (Yam).

60 (0-8): 1. Scott Howe (Kaw); 2. Kyle Partridge (Kaw); 3. Cale Wallace (Kaw); 4. Daryle Ecklund (Kaw); 5. Daton Beavers (Kaw).

60 (9-11): 1. Emitt Kling (Kaw); 2. Austin Jones (Kaw); 3. Ross Garcia (Kaw); 4. Dylan Lord (Kaw); 5. Kevin Roberts (Kaw).

80 BEG: 1. John Granlund (Yam); 2. George LaMonte (Suz); 3. Brian Hulsey (Kaw); 4. Lars Lindstrom (Hon); 5. Scott Howe (Suz).

80 (7-11): 1. Bryan Gavran (Yam); 2. Bobby Bonds (Kaw); 3. Bryan Jaramillo (Kaw); 4. Shane Bess (Suz); 5. Emitt Kling (Kaw).

80 (12-16): 1. Josh Tarantino (Yam); 2. Andy Harrington (Kaw); 3. Keri Dostal (Suz), 4. Jimmy Varis (Suz); 5. Doug Parsons (Suz).

125 BEG: 1. Chris Haters (Kaw); 2. Judd Scanlan (Yam); 3. Mike Cinqmars (Hon); 4. Dennis Woodard (Suz); 5. Mike Gibson (Hon).

125 JR: 1. Casey Lytle (Hon); 2. Jimmy Deever (Hon); 3. Shawn O'Brien (Suz); 4. Jason Woods (Suz); 5. Glenn Branson (Suz).

125 INT: 1. Travis Preston (Yam); 2. Jeff Willoh (Kaw); 3. Jason Partridge (Kaw); 4. Angelo Ingrande (Hon); 5. Cory Bender (Suz).

125 PRO: 1. Terry Parsons (Kaw); 2. Jimmy Lavorci (Kaw); 3. Craig Canoy (Kaw); 4. Bader Manneh (Suz); 5. Darrin Hoeft (Suz).

250 BEG: 1. Judd Scanlan (Yam); 2. Wayne Zahrt (Yam); 3. Cameron Crawn (Kaw); 4. Chris Smith (Hon); 5. Tony Qualls (Yam).

250 JR: 1. Darren Elliott (Hon); 2. Travis Louther (Yam); 3. Andy Anaya (Suz); 4. Shawn Fortier (Hon); 5. Shawn O'Brien (Suz).

250 INT: 1. Jeff Willoh (Kaw); 2. Travis Preston (Yam); 3. Angelo Ingrande (Kaw); 4. Jason Partridge (Kaw); 5. Matt Bateman (Yam).

250 PRO: 1. Bader Manneh (Suz); 2. Craig Canoy (Kaw); 3. Terry Parsons (Kaw); 4. Jimmy Lavorci (Kaw); 5. Dennis Dahlin (Suz).

500 AM: 1. Dave Westfall (Hon); 2. Bob Tippit (Yam); 3. Christopher Nelson (Kaw).

UTH AM: 1. Joe Lazano (Hon); 2. Merle Hammer (Yam); 3. Guy Giffin (Yam); 4. David Lynch (Hon); 5. Scott Hoffman (Yam).

UTH MSTR: 1. Lance Johnson (Yam); 2, John Zahrt (Yam); 3. Darren Elliot (Hon); 4. Gary Doggett (Hon); 5. Brian Sweany (Hon).

VET BEG: 1. Charles Moorman (Kaw); 2. Vince Lowly (Yam); 3. Robert Seeds (Suz); 4. John Washburn (Suz); 5. Jon Wooding (Suz).

VET JR: 1. Marke Davenport (Yam); 2. Tony Pullin (Yam); 3. Eric Anderson (Kaw); 4. Blake Orgill (Kaw); 5. Gary Buecker (Hon).

VET INT: 1. Darin Layton (Yam); 2. David Lynch (Hon); 3. Bob Tippit (Kaw); 4. Glen Weldman (Suz); 5. Bob Shimp (Suz).

VET MSTR: 1. Jon Zahrt (Yam); 2. Gary Doggett (Hon); 3. Jim Dunn (Yam); 4. Tim Marsh (Hon); 5. Mark Griffith (Hon).

VET PRO: 1. Craig Canoy (Kaw); 2. Dan Berg (Kaw); 3.Tim Telford (Yain); 4. Jim Holley (Yam); 5. Bader Manneh (Suz).

O/T AM: 1. Lowell Sipiua (Hon); 2. Mark Cook (Yam); 3. Bob Archer (Kaw); 4. Bruce Forinash (Kaw); 5. Raymond Gattis (Hon).

O/T Master: 1. Gary Dogget (Hon); 2. Adrian Mesa (Hon); 3. Dennis McAdam (Yam); 4. V. Grant (Suz). 5. Robert Forter (Hon).

Upcoming Round:
Round 4 - Palmdale, California, February 13

PRE-ENTRY FORM
CHARLOTTE AMATEUR SUPERCROSS

3/25/94 FRIDAY ONLY
SIGN-UP
Pre-Entered Riders - pick-up packet at registration.
HOURS: 4:00PM - 10:00PM at Race Headquarters.

All Riders and *Mechanics **MUST** come to registration at race headquarters! All Riders under 18 years old must be accompanied by Parent or Guardian!

*Mechanics wishing to purchase an arm band that enables them to go to the line with their riders must come to registration.

Saturday A.M.
March 26, 1994
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WORLD SPORTS

AMATEUR SUPERCROSS CHAMPIONSHIP SERIES

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____125 B Intermediate
____125 A
____125 Youth 12-15
____Plus 25 A
____250 C Novice
____250 B Intermediate
____250/500 A
____Seniors 30-Up
____Seniors 35-Up
____Seniors 40-Up
____500 Novice "B/C"

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"1993 FIM WORLD CHAMPIONSHIP GP SERIES"
1993 Dutch Road Racing Grand Prix

(#87D) Lucky Strike Suzuki's Kevin Schwantz edged Rothmans Honda's Mick Doohan by a scant .829 of a second to win his fourth 500cc GP race of the season.

Schwantz, Doohan and Suzuki's Alex Barros battled throughout the race before Barros crashed out while holding a slight lead on the other two on the final lap. This left Schwantz and Doohan to fight to the flag, with Schwantz capturing the win and extending his lead in the process.

In what was called the most exciting GP season in many years, Schwantz and Doohan's battle made this Dutch GP the fifth split-second finish in the seven races held so far in the '93 season. 55 minutes from Motovideo.

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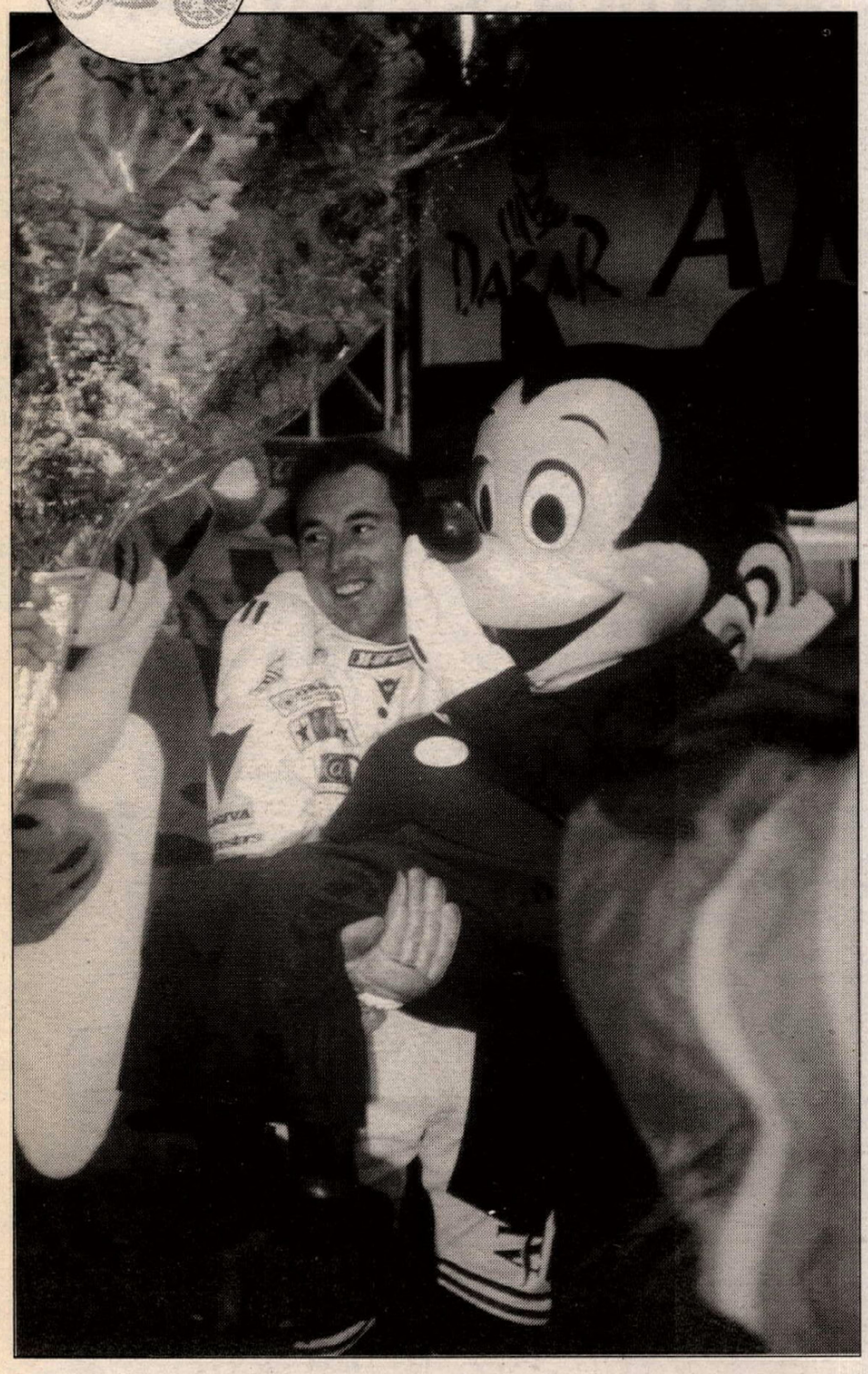
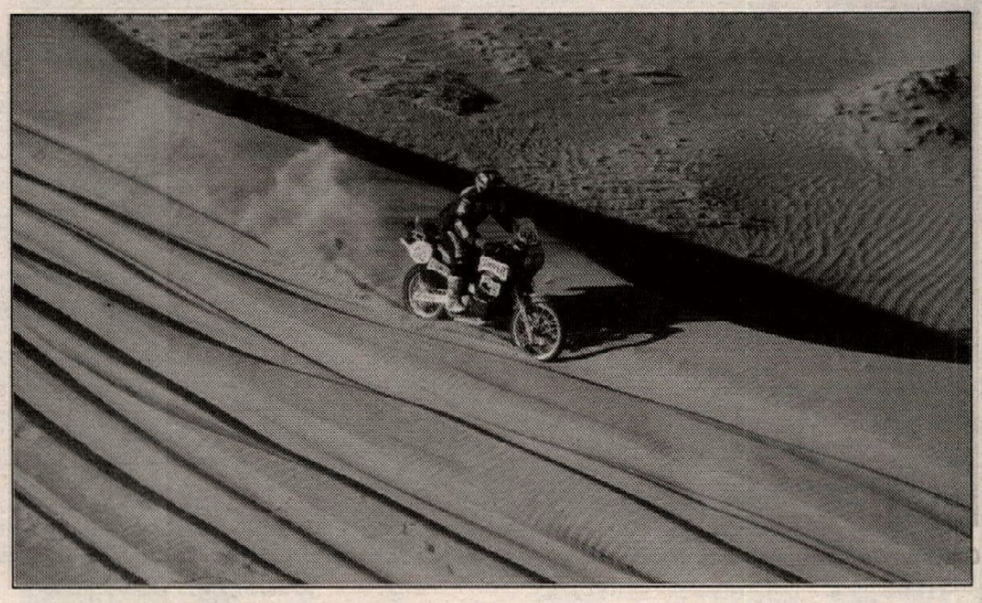
Champs-Elysees



(Left) Edi Orioli celebrates with Mickey Mouse at the finish line, which was at Paris' Euro Disney. It was Orioli's third Dakar win. (Right) At over 8000 miles this was one of the longest and toughest Dakar rallies ever, but Orioli's winning margin was still less than two minutes. (Below) Carlos Mas led in the early going, but dropped out in the second half.



Orioli one tough cookie

Photos by Bertrand Sanlaville

PARIS, FRANCE, DEC. 28 - JAN. 17

What was one of the longest and most challenging Dakar rallies in the history of the grueling event, ironically turned out to be one of the closest fought, with Italian Edi Orioli squeaking out a win by just 73 seconds over Spaniard Jordi Arcarons.

It was the third Dakar win for Orioli, matching the mark of Frenchman Stephane Peterhansel, who didn't race in this year's event. With Peterhansel absent, the Cagiva Elefant 900-mounted Orioli became the favorite to win, and he didn't disappoint.

Peterhansel's sponsor, Yamaha of France, cited a new rule format as the reason for their withdrawal, but many speculated that non-competitive stock motorcycles was the real explanation. Fenouil, the French Dakar veteran who uses only one name (and who contested the Nevada Rally this summer), took over the promotion of the event this year and made several changes aimed at reducing the expense of competing. Costs had sky-rocketed over the past few years, as the factory teams built more and more exotic machinery and provided nearly unlimited race support. Fenouil attempted to return the rally to its amateur tradition by severely limiting the modifications allowed to stock motorcycles (and cars, as well). This year, competitors were given two options: the Marathon class, which stipulated use of stock motor, chassis and suspension; and the Super Production class, in which riders were allowed to use a modified suspension. The result was a higher turnout of entries, with several amateurs on the list. No Americans competed on motorcycles (Danny LaPorte was unable to secure sufficient sponsorship), but there were several Yanks in the car classes.

Another change Fenouil made was to require that the racers return all the way to Paris after they had arrived in Dakar, Senegal. Entrants sometimes had to go as far as 700 miles a day, and total mileage was over 8000! The rally started off being fairly easy, but got progressively more difficult as days passed.

Almost 100 motorcycles left the start line under the Eiffel tower in late December, and the first two special tests were extremely muddy (the second was first shortened, then cancelled). Spaniard Carlos Mas, another Cagiva Elefant rider, held the early lead, but had slipped to third by the halfway point in Dakar. As the riders headed back north, Orioli had taken over the top spot, with Arcarons - on yet another Cagiva - just over two minutes back in second.

Arcarons chipped away at Orioli's lead throughout the return trip, gaining an incredible one minute, 47 seconds in one short, special test. Orioli accused his rival of cutting the course, but without sufficient proof the organizers chose to let Arcarons continue. Arcarons beat Orioli by 34 seconds in the final special test, but it wasn't enough to overtake the Italian, and Orioli arrived at the finish at Euro Disney with a 73-second advantage. Ironically, Arcarons had lost to Orioli in the Pharaohs Rally just four months earlier when he made a navigational error while leading.

Italian Fabrizio Meoni finished third on a Honda XR600, with countryman Angelo Cavandoli (third overall in the Nevada Rally) fourth on a KTM 600 LC4. Fifth place went to Cagiva-mounted Frenchman Patrick Sireyjol. Also of note was German Jutta Kleinschmidt, who won the Women's class and placed 22nd overall on a KTM 600 LC4.

While the motorcycle class enjoyed one of the best battles in years, the car drivers were not so lucky. In a controversial move, Fenouil intentionally routed the course through a "dead dune" area; wind does not reach these dunes, and the sand is subsequently extremely soft. Most of the top motorcycle riders were able to make it through, but only two cars were up to the task. Organizers then opted to throw that section out, and the two automobile teams withdrew in protest.

The rally was marred by the death of Belgian Michel Sansen, who crashed during a transfer section when his BMW R80 GS hit a patch of sand on the pavement. CN

Champs-Elysees
Paris, France
Results: Dec. 28, 1993 - Jan. 17, 1994

OVERALL: Edi Orioli - Italy (Cag); 2. Jordi Arcarons - Spain (Cag); 3. Fabrizio Meoni - Italy (Hon); 4. Angelo Cavandoli - Italy (KTM); 5. Patrick Sireyjol - France (Cag); 6. Michelle Antony - France (Cag); 7. Guido Maletti - Spain (Kaw); 8. Davide Castera - France (BMW); 9. Pierre Briais - France (Cag); 10. Xavier Riba - Spain (Kaw); 11. Alvaro Bulto - Spain (Kaw); 12. Emmanuel Cristanelli - Italy (Cag); 13. Augustin Fernandez - Spain (Hon); 14. Eric Piroud - France (Cag); 15. Andre De Azevedo - Brazil (Yam); 16. Marcelle Pilet - France (Hon); 17. Klever Kolberg - Brazil (Yam); 18. Micha Griep - Germany (KTM); 19. G. Steuri - Spain (KTM); 20. Jean Brucy - France (Hon).

PHOTO BY TEX-MX

Grayson Goodman (56) was unbeatable at the Kansas ExpoCentre. The Texan won both the 125 and 250cc Pro classes both nights. Terry Tinney's (4) best finish was a second on Saturday.

Goodman remains on a roll at Topeka

By Pam Lambert

TOPEKA, KS, JAN.21-22

Grayson Goodman took complete advantage of the competition aboard his Dallas Honda/LCS/Dunlop/Oakley/Jeff Long-sponsored CR125, sweeping both classes on Friday and Saturday night to jump into the series points lead at round five of the Tucker-Rocky/ProLite AMA National Arenacross Series in the Kansas ExpoCentre.

"I hope my win was a great birthday present for my dad, who is here watching me tonight, but I'm just glad to be in the points lead now," Goodman said. "I hope I can hold on to it because when (Jimmy) Gaddis and (Billy) Whitley come back it's going to be tough."

FRIDAY

Friday night's 125cc main event began with five-time National Arenacross Champion Dennis Hawthorne grabbing the holeshot with Goodman right behind him. Goodman wasn't about to settle for second and made his move quickly on lap three, passing Hawthorne through the whoops. Goodman never faltered and cruised around in the lead while the racing went on behind him. Doug Stone, on an Answer/Oury/Scott/Acerbis/RK/Excel-backed KX, hammered Hawthorne lap after lap looking for a way past. Shawn Morgan also moved up from a mediocre start to pass Roy Schellenberger and Carl Hansen for fourth place. Hawthorne held second until a bobble through the doubles gave Stone the opporutnity to pass. Morgan also dogged Hawthorne, relegating him to the fourth position. As the race unfolded, Goodman cruised through lapped traffic to take the win with Stone finishing second. Morgan, Schellenberger and Hawthorne rounded out the top five.

Goodman also proved to be unstoppable in the 250cc main event, grabbing the holeshot and leading from wire to wire. Schellenberger, Morgan and Stone formed a train, tying up second, third and fourth. Trey Owens provided some excitement by moving his Yamaha of Oklahoma/Scoobs/Baker Boys YZ250 through the pack after a poor start to finish fifth.

SATURDAY

Hawthorne again nailed the lead off the line with Tinney and Morgan in tow. Goodman was mired in the pack several places behind the leaders. Hawthorne pulled ahead of Tinney slightly while Goodman had picked off riders and began to challenge Tinney for second. Goodman again tripled cleanly past Tinney and set his sights on Hawthorne, and the win. Goodman pulled up alongside through the whoops and made a block pass in the next turn. Hawthorne went down, and Goodman took control of the lead while Tinney slipped back into second. Morgan continued to hold third while Owens moved up from eighth to fourth. When the checkered flag came out, Goodman took the win followed by Tinney, Morgan, Owens and Woolsey.

In Saturday's 250cc main, Goodman was again flawless as he punched it off the start and never looked back. Goodman styled his Honda CR250 to the win, followed to the finish by the Kawasaki-mounted quartet of Morgan, Stone, Schellenberger and Hawthorne.

Bradley Ripple thrilled the crowds with his jumping ability on a stock YX50 as he raced to Pee Wee class wins on both nights. CN

Kansas ExpoCentre
Topeka, Kansas
Results: January 21-22, 1994 (Round 6 of 9)

Friday

125: 1. Grayson Goodman (Hon); 2. Doug Stone (Kaw); 3. Shawn Morgan (Kaw); 4. Roy Schellenberger (Kaw); 5. Dennis Hawthorne (Kaw).

250: 1. Grayson Goodman (Hon); 2. Roy Schellenberger (Kaw); 3. Shawn Morgan (Kaw); 4. Doug Stone (Kaw); 5. Trey Owens (Yam).

50: 1. Bradley Ripple (Yam); 2. Trent Mermis (Yam); 3. Larry Klinger (Yam); 4. Ryan Howe (Yam); 5. Craig Royce (Yam).

Saturday

125: 1. Grayson Goodman (Hon); 2. Terry Tinney (Hon); 3. Shawn Morgan (Kaw); 4. Trey Owens (Yam); 5. Brad Woolsey (Kaw).

250: 1. Grayson Goodman (Hon); 2. Shawn Morgan (Kaw); 3. Doug Stone (Kaw); 4. Roy Schellenberger (Kaw); 5. Dennis Hawthorne (Kaw).

50: 1. Bradley Ripple (Yam); 2. Craig Royce (Yam); 3. Larry Klinger (Yam); 4. Ryan Howe (Yam); 5. Colton McLain (Yam).

Upcoming Rounds
Round 6 - Lincoln, Nebraska, February 4-6
Round 7 - Indianapolis, Indiana, February 11-13

(Above) Troy Kalina (933) grabbed the holeshot over eventual winner Jason Mathews (27) at the Arizona Desert State Classic MX. (Below) Chuck Springsteen (35) won the Pro main event at the Muskegon Indoor Pro Invitational Ice Race.

Springsteen tough at Muskegon ice Short Track

By Grace DiBenedetto
Photo by Gordon DeVries

MUSKEGON, MI, JAN. 14

Chuck Springsteen didn't let four restarts or brother Jay stop him from capturing the win in the Muskegon M/C's Annual Invitational Ice Race at the L.C. Walker Arena.

Blizzard conditions with the temperature dipping double digits below zero forced many potential spectators to stay home, but the 1500 or so spectators who braved the treacherous roads were rewarded with not one, but three Springsteens sharpening their studs to take to the ice.

Jay's presence didn't impress his younger brother, Chuck, who quickly showed him the fast way around the Hockey arena. It was round nine before the brothers would face off, but neither Springsteen prevailed as Brian Hardin stole the only checkered flag Chuck would miss that night.

The regular Pro competition proved tough as no rider went undefeated into the final. Mark Wyskiel and Chuck Springsteen each topped the list with four wins to their credit, with Chuck earning the pole by virtue of his win over Wyskiel in their heat race.

It took four restarts before the final would reach more than two laps. Wyskiel brought out the first red flag with a crash off the light into the turn one wall. Craig Pickett, the Scott Parker-backed rider, would claim the next red flag with a get-off in turn two. Restart number three belonged to Bryan Villella who slid out in between turns three and four before lap one was complete. Duane Stanick took the honors for bringing out the red flag for the last time, going down in turn two out of the hole. Only two riders were left on the front row - Chuck Springsteen and Brian Hardin. Chuck, as he had done four prior times, beat the field to turn one, then led Hardin and Jay Springsteen nose-to-tail down to the checkered flag. Only Wyskiel would improve his position, moving up steadily through the field to finish fifth behind Pickett. The only other move made during the final was by Villella who moved down instead of forward in turn four on his way to the checkered flag.

The Byron Molloseau/R.Kessler/Proffers/Cummings H-D/Bell Helmets/RC Trucking-sponsored Chuck Springsteen also received a Kenda ice tire from MTA along with his portion of the $3,000 purse.

Results

P/W: 1. Grant Moreland; 2. Taylor Knapp; 3. Nicholas Cummings; 4. Jimmy Hewson; 5. Steve Murray.

PRO: 1. Chuck Springsteen (Hon); 2. Brian Hardin (Hon); 3. Jay Springsteen (Hon); 4. Craig Pickett (Hon); 5. Mark Wyskiel (Hon).

VINT: 1. Mike Babka (Hon); 2. Ken Springsteen (H-D); 3. Chad Davis (BSA); 4. Andy McRoberts (BSA).

Mentes strikes it rich at Gold Beach Arenacross

By Chris Taylor

GOLD BEACH, OR, JAN. 8-9

Joe Mentes quickly adapted to the tight, tricky Curry County Fairgrounds arenacross track and came away with the moto two and overall win in the 125cc Beginner class.

Sunday's 125cc Beginner action saw Mentes rocket off the line and into the first turn with Tom Elsea and Ramy Weaver in hot pursuit. Mente, on a Honda, was giving no quarter, though, and even tabletopped over the big doubles on the first lap. A little too much speed caught up with Mentes on the third lap, and he slid out on a berm, allowing the Honda-mounted Elsea to take over the lead for a while. A near biff by Elsea over the doubles gave the lead to Weaver, who, on his brand new Suzuki and having just graduated from the 80cc class, had a poor power-to-experience ratio and dove into the hay bales. Meanwhile, Dusty Jackson, another recent 80cc graduate, had moved past slower riders and around the mishaps. On the ninth lap, Jackson took the lead and held it to the finish in spite of desperate catch-up attempts by Mentes and Elsea, who finished second and third, respectively.

Moto two was all Mentes, who grabbed the holeshot and led the entire race. Elsea and Weaver were right there throughout the moto but just couldn't catch Mentes, finishing second and third, respectively.

Results

Saturday

P/W: 1. Ross Kuhnle (Hon); 2. Ryan Phillips (Yam); 2. Travis Danel (Hon); 3. Kevin Steineke (Hon); 4. Tony Quesenberry (Yam).

60: 1. Brent Newberry (Kaw); 2. Josh Phillips (Kaw); 3. Tressen Smith (Hon).

80: 1. Mike McWilliams (Yam); 2. Josh Phillips (Hon); 3. Justin Danel (Yam); 4. Val Leyva (Suz); 5. Uria Lampkoe (Kaw).

80: 1. Matt Springsteen (Hon); 2. Nuria Tranchina (Hon); 3. Dusty Jackson (Kaw).

125 BEG: 1. Lee Carkuff (Hon); 2. Tom Elsea (Hon); 3. Ramy Weaver (Suz); 4. Joe Mentes (Hon); 5. Dusty Jackson (Hon).

250 BEG: 1. Mike Dixon (Hon); 2. Bob Russell (Hon); 3. Larry Howard (Hon); 4. Rod Sprinkle (Hon); 5. Kevin Palmer (Hon).

200 4-STRK: 1. Brian Bertolini (Hon); 2. Kyle Rowley (Hon).

RWYB: 1. Rodney Blanton (Suz); 2. Lee Carkhuff (Hon); 3. Dusty Jackson (Hon); 4. Jim Howes (Hon); 5. Bryan Chipps (Kaw).

Sunday

60 SR: 1. Brent Newberry (Kaw); 2. Lars Burnside III (Hon); 3. Kyle Blain (Yam); 4. Michael McBeth (Kaw).

80 BEG: 1. Jim McBeth (Kaw); 2. Terry Pierson (Suz); 3. Val Leyva (Suz); 4. Greg Reese (Kaw); 5. Josh Phillips (Hon).

80 JR: 1. Nuria Tranchina (Hon); 2. Dusty Jackson (Kaw); 3. Matt Springsteen (Hon).

125 BEG: 1. Joe Mentes (Hon); 2. Tom Elsea (Hon); 3. Dusty Jackson (Hon); 4. Ramy Weaver (Suz); 5. Vaughn Rains (Hon).

250 BEG: 1. Sean Norbury (Hon); 2. Bob Russell (Hon); 3. Lars Burnside III (Yam); 4. Bryan Chipps (Kaw); 5. Richie Goudelock (Hon).

125 JR/250 INT: 1. Eric Murphy (Yam); 2. Rod Blanton (Suz); 3. Brad Forkner (Hon); 4. Mike Dixon (Hon); 5. Sam Myers (Kaw).

RWYB: 1. Eric Murphy (Yam); 2. Sam Myers (Kaw); 3. Kevin Palmer (Suz); 4. Rodney Blanton (Suz); 5. Kyle Rowley (Hon).

Roney romps to Peoria MX win

By Tom Griffith

PEORIA, AZ, JAN. 2

Sunnyslope Honda-backed Ryan Roney proved to be the best rider in the combined 125cc Beginner/Junior action, scoring 1-1 moto finishes for the sweep at Canyon Raceway.

Twenty-two bikes crowded the starting line in the combined start with Mark Wright grabbing the holeshot. Roney was hot on Wright's fender, and was followed by Lawrence Rinehart and Ryan Mortensen. Wright held his pursuers off for two laps, but a mid-course bobble allowed the three riders to pass him. Roney put his CR into the lead on the uphill step-up jump and held on for the win with Mortensen and Evans finishing second and third, respectively.

In moto two, Roney led to the first turn with Cliff Cambell and Ben Earls in tow. These riders pulled away from the rest of the field with Roney leading the entire moto to take the win and notch the overall victory. Mortensen went 2-2 for second overall while Evans' 3-4 performances were good enough for third overall.

In the 80cc (7-11) class another Sunnyslope-sponsored rider, Michael Blose, scored the class win over Bryan Allen and Blake Tirman. Todd Johnson rode a Dave Brocius-prepared Honda four-stroke to 2-1 finishes for the overall win in the A division. In the four-stroke B division, Pro Sport-sponsored Ted Mink manhandled his Yamaha to victory in both motos over William Buchner.

Results

P/W STK BEG: 1. Chris Blose (Yam); 2. Dillon Suber (Yam); 3. Cory Burns (Yam); 4. Steve Stultz (Yam); 5. Erie Sandlin (Yam).

P/W STK JR: 1. Ranel Cox (Yam); 2. Mike Beaver (Yam); 3. Sean Shelton (Yam).

P/W MOD: 1. Ron Gamble (Yam); 2. Chris Blose (Yam); 3. Sean Shelton (Yam); 4. Mike Beaver (Yam); 5. Buck Gully (Yam).

60 JR: 1. Sean Shelton (Kaw); 2. Paul Pearcy (Kaw); 3. Brandon Capone (Kaw); 4. Ranel Cox (Kaw).

80 (7-11): 1. Mike Blose (Hon); 2. Bryan Allen (Suz); 3. Blake Tirman (Suz); 4. Brandon Gilman (Suz); 5. James Buchanan (Suz).

80 (12-13): 1. Scott Conley (Kaw); 2. Mike Sullivan (Suz); 3. Robert Mercier (Suz); 4. Bobby Sawyer (Hon); 5. Kent Durkee (Hon).

80 (14-16): 1. Joshua Catron (Suz); 2. Gary Wolf (Hon); 3. Taylor Vanderpool (Suz); 4. Jake Ramsey (Hon).

80 MINI BEG: 1. Blake Tirman (Suz); 2. Bryan Allen (Suz); 3. Jake Ramsey (Hon); 4. Dustin Hamby (Hon); 5. Brandon Gilman (Suz).

125 BEG: 1. Mark Sullivan (Suz); 2. Wes Biesen (Hon); 3. Don Ruffin (Suz); 4. Sean Murphy (KTM); 5. Terry Webb (Hon).

125 JR: 1. Ryan Roney (Hon); 2. Ryan Mortensen (Suz); 3. Ryan Evans (Hon); 4. Ben Earls (Yam); 5. Laurence Rinehart (Suz).

125 INT: 1. Jason Mathews (Suz); 2. Jeff Landis (Hon); 3. Tim Gerdl (Hon); 4. David Hergold (Hon); 5. Damion Lys (Suz).

125 PRO: 1. Ted Campbell (Yam).

250 BEG: 1. Troy Lang (Suz); 2. Robert Owens (Hon); 3. Kyle Landrith (Yam); 4. Sam Robinson (Suz); 5. Gordie Lockwood (Kaw).

250 JR: 1. Greg Sterling (Hon); 2. Travis Mudd (Hon); 3. Harry Nevel (Suz); 4. Heath Mitchell (Hon); 5. Ken Howden (Suz).

250 INT: 1. Jason Mathews (Suz); 2. Tim Widener (Hon); 3. David Hergold (Hon); 4. Jeff Landis (Hon); 5. Tim Gerdl (Hon).

250 PRO: 1. Troy Kalina (Hon); 2. Ted Campbell (Yam).

VET BEG: 1. David Johnson (Kaw); 2. Geno Johnson (Suz); 3. Scott Bailey (Suz).

VET JR: 1. Hans Vanderwall (Hon); 2. Rick Hinchcliff (Kaw); 3. Tom Frantz (Hon); 4. Don Ruffin (Suz); 5. John Beaver (Hon).

VET INT: 1. Greg Sterling (Hon); 2. Todd Magee (Hon); 3. Mike Halpin (KTM).

VET MSTR: 1. Roy Vopal (KTM).

OPEN JR: 1. Hans Vanderwall (Hon); 2. John Luis (KTM).

OPEN MSTR: 1. Roy Vopal (KTM).

500 INT: 1. Mike Halpin (KTM).

UTH AM: 1. Chris Jordon (Hon); 2. Jerry French (Hon); 3. Frie Nyysti (Hon); 4. Chris Hemnes (Hon).

VET PRO: 1. Honnie Dermo (Hon).

4-STRK A: 1. Todd Johnson (Hon); 2. Troy Kaline (Hon); 3. Garth Sweetland (Kaw).

4-STRK B: 1. Ted Mink (Yam); 2. William Bauckner (Kaw).

Champions recognized at CMMC banquet

By Homer Eubanks

RAMONA, CA, JAN. 15

Barona Oaks Raceway became the "home of the trophy mongers" as the California Mini Motorcycle Club competitors and their families gathered to honor the 1993 CMMC series champions.

Motorcycles were left behind and tow rigs were brought to take home the enormous trophies awarded by CMMC. Fourteen classes were honored with 146 riders qualifying for the overall distinction. Geoff Rader was the only double class winner, taking top honors in the 60cc (7-11) Junior Cycle and 60cc Minicycle (9-11) divisions. Special 100% participation awards went to Dustin Good, Ryan Beat and Clinton Pierce for competing in all 21 races.

The overall points champions were often dwarfed by the six-foot-tall trophies they won. Although small in stature, few needed help in dragging their prize off the stage. And more often than not the contestants smiles dwarfed the enormous trophy they lugged back to their dining table. The overall champion in the 250cc class was Daniel Nichols, whose closest competition for the year was John Duffy who earned second overall. Rick Chak was third.

Angelo Ingrande mastered the 125cc Open class with 210 points. Shawn Ellis earned second with 130 and Jeff Tilton's 115 placed him third for the year. Fourth was Cory Bendor, and Wilson Nichols, Jr. managed fifth.

Shawn Ellis accumulated 45 points for the year to earn overall in the 125cc (16-21) division. Second place Tyler King had missed part of the year while training in Europe. Noah Williams and Deron Stidman rounded out the class qualifiers.

In the 125cc (12-15) class Tim Tilton earned the overall trophy with 46 points to Cory Bendor's 28. Tim Beatty, Josh Warner and Damian Paterson were also qualifiers.

Dustin Nelson rode his Team Green supermini to overall honors by edging out Josh Tarantino (57-51). Andy Harrington took home third place overall with Manny Arias fourth. John Hopkins was fifth.

No overall trophies were given to Beginner classes, but Michael Fox came out the top qualifier in the 80cc Beginner division. David Hunkine and B.J. Hunkins trailed Fox. Jennifer Nelson had a consistent year and qualified along with Jon Meyers.

Josh Tarantino was able to walk off with one of the huge overall honors in the Minicycle (12-16) class. Dustin Nelson finished the year in second and Colby Raymond was third in this highly competitive class. Fourth was Manny Arias, and Matt Williams also qualified.

Fifteen riders qualified for the Minicycle (9-11) class. Geoff Rader topped the field with 154 points to John Hopkins' 105. Billy Laninovich took home the third place trophy and Dusten Watson was fourth. Emitt Kling entered the class mid-year and fought his way to fifth overall.

Geoff Rader upset Emitt Kling in the Junior Cycle 60cc (7-11) class which had 15 riders qualify. Rader ended the year with 142 points while Kling totaled 129. Dusten Watson managed third place ahead of Jesus Camillas, Jr.; Corey Mecomber edged out Billy Laninovich by one point for fifth.

Jesus Camillas, Jr. fought off the Junior Cycle 60cc (0-6) competition for overall honors. Camillas earned 93 points to Anthony Bruscella's 67. Dustin Good managed third with 64 points. Fourth was Cole Humphus, and Andrew Wageman was the fifth qualifier.

The Pee Wee Stock class had 21 riders qualify. The class proved to be very competitive as only five points separated Champion Dustin Good from Jesus Camillas, Jr.; Ryan Beat remained a threat all year and finished third. Fourth was Clinton Pierce, and Jonathan Rose was fifth.

Four young riders qualified for the Pee Wee first-timers qualifying trophies. Rustin Millikan, Matthew Palmer, Christopher Moore and Aimee Jones competed in eight or more races for the season.

Don Connelly, Steve Laninovich and Chris Swift stirred up a lot of dust in the '93 Old Pharts class. Connelly was able to edge out Laninovich for the big trophy, and Swift took home third place. Greg Meyers, Greg Rader and David Chunn rounded out the top trophy qualifiers.

Bowyer, Vallejo claim Guthrie Arenacross

By Kat Spann

GUTHRIE, OK, JAN. 16

Team Green/Fox Racing/Gary Emig/Bell/PJ1-sponsored Andy Bowyer dominated the 250cc B and 250cc Open main events while Team Green/LCS/Kawasaki of Pasadena-backed Erick Vallejo claimed the 125cc B and 125cc Open mains during Mike Kidd's AMA Amateur Arenacross at the Lazy E Arena.

Donald Hardy holeshot the 125cc B main with Suzuki-mounted Coby Sharp and Vallejo giving chase. Hardy held down the number one spot into lap two before Vallejo, who had overpowered Sharp, went after Hardy in the long section of whoops and took over the lead before launching off the big double. Waylon Litchfield had worked his way up through traffic into fifth place and diligently chased the front-runners, passing Sharp for third while Vallejo and Hardy continued their battle for the lead. At the finish, Vallejo scored the win followed by Hardy, Litchfield, Mike Boliver and Bowyer.

The 250cc B main was slated to be an excellent event after Todd Kirby dominated heat one, and Bowyer and Hardy dominated heat two. Bowyer holeshot the start of the main with Hardy in second, and Boliver and Kirby racing for third. Bowyer dominated the first two laps over Hardy as Boliver pushed Kirby back to fourth. A three-way battle for fourth developed among Kirby, Scott Mericle and David Casada, with the racers swapping spots throughout the race. At the finish, Bowyer took the checkered flag for the win. Kirby finished second ahead of Mericle and Casada.

By the time the 250cc main event came to the gate, Bowyer was ready to shoot for a second win. After the gate dropped, Boliver beat Bowyer to the first turn, but Bowyer exited the turn in the lead. As Boliver chased Bowyer, Alan Bell and Jason Artinger battled for third. Bell was relentless in his pursuit, but Artinger held third at the checkered flag. Bowyer was never headed, leading Boliver across the line.

The 125cc Open main was the last race of the day, and Bowyer again holeshot and led the race with Vallejo in tow. Bowyer held his lead over the second double, but he missed a gear on landing and Vallejo shot up underneath him in the next turn to take over the lead and score the win.

Results

50 MOD: 1. Theron Cook (Yam); 2. C.T. Dickey (Yam); 3. Dustin Jones (Yam); 4. Zach Tate (Itj); 5. Kendal Owens (Yam).

65 (7-11): 1. Dusty Fountain (Kaw); 2. Chase Reed (Kaw); 3. Chad Cook (Kaw); 4. Andrew Short (Kaw); 5. Kemp Elmore (Kaw).

85 BEG (12-15): 1. Blake Fannin (Kaw); 2. Coby McCaslin (Yam); 3. Chris Park; 4. Billy Page (Kaw); 5. Brent Miller.

85 (7-11): 1. Johnny Marley (Yam); 2. Barry Otts (Suz); 3. Chase Reed (Yam); 4. Dusty Fountain (Kaw); 5. Andrew Short (Kaw).

85 (12-13): 1. Johnny Bailey (Kaw); 2. Eric Fritzson (Kaw); 3. Jake Jones (Kaw); 4. Rod Scholting (Suz); 5. Nathan Hale (Kaw).

85 (14-15): 1. Charley Bogard (Suz); 2. Caleb Leath (Kaw); 3. Isaiah Johnson (Yam); 4. Daniel Lariviere (Kaw); 5. Blair Lively (Yam).

85 OPEN: 1. Charley Bogard (Suz); 2. Isaiah Johnson (Yam); 3. Johnny Marley (Yam); 4. Caleb Leath (Kaw); 5. Daniel Lariviere (Kaw).

125 D: 1. Mark Hughes (Hon); 2. Randy Willenborg (Hon); 3. Luke McEwen (Suz); 4. Greg McQuerry (Hon); 5. Nick Ross.

125 C: 1. Eddie Jones (Kaw); 2. Mark Wertz (Hon); 3. Shance Macon (Hon); 4. Ben Gary (Yam); 5. Cory Francis (Kaw).

125 B: 1. Erick Vallejo (Kaw); 2. Donald Hardy (Kaw); 3. Waylon Litchfield (Hon); 4. Coby Sharp (Suz); 5. Mike Boliver (Kaw).

125 OPEN: 1. Erick Vallejo (Kaw); 2. Andy Bowyer (Kaw); 3. Waylon Litchfield (Hon); 4. James Ford (Hon); 5. Jeff Smith (Suz).

250 D: 1. David Cain (Kaw); 2. Beau Weing (Hon); 3. Tom Meyer (Kaw); 4. Don Clay; 5. Francis Gilles (Hon).

250 C: 1. Eddie Jones (Kaw); 2. Mark Wertz (Hon); 3. Shane Wentzel (Suz); 4. Rodney Fuller (Kaw); 5. David McLean (Hon).

250 B: 1. Andy Bowyer (Kaw); 2. Donald Hardy (Kaw); 3. Mike Boliver (Kaw); 4. Todd Kirby (Suz); 5. Scott Mericle (Hon).

250 OPEN: 1. Andy Bowyer (Kaw); 2. Donald Hardy (Kaw); 3. Mike Boliver (Kaw); 4. Todd Kirby (Suz); 5. Scott Mericle (Hon).

25+: 1. Bart Shiflett (Suz); 2. Steve Bayles (Yam); 3. Ronald Hendryx (Yam); 4. Duane Goodwin (Yam); 5. Greg Chicoine (Kaw).

30+: 1. Steve Bayles (Yam); 2. Paul Morgan (Yam); 3. Joe Burke (Suz); 4. Duane Goodwin (Yam); 5. Greg Chicoine (Kaw).

Girard crowned at CCS regional banquet

By Bob Applegate

MILWAUKEE, WI, JAN. 8

Tom Girard was the most honored racer at the Championship Cup Series Midwest and Great Lakes regional awards banquet in Milwaukee, Wisconsin.

Girard unseated two-time dual regional champion Dr. Bob Meister by virtue of earning the most points overall in the Expert class.

Girard's rise to fame came in his rookie expert season. Besides the overall number-one plates, he took regional championships in Expert Middleweight Supersport and Unlimited GP classes in the Great Lakes region and Unlimited Supersport in the Midwest region.

Milwaukee's Rick Breuer took home the most awards, earning six championships and the number three plate among the top 10 expert riders.

Amateur Eric Kemsuzian swept the Supertwins classes in both regions while Charles Lang took home the trophies in the Great Lakes region Lightweight and Heavyweight Supertwins classes and over $3,000 in bonus money from Cagiva USA as regional champion.

Dave Rosno, who recently relocated to Wisconsin from Nebraska, received his South Central region number-one plate as well as seven regional championship trophies.

Amateur William Tracy's four championships earned him the distinction of overall top amateur in the Midwest region, while full-time farmer/part-time racer Mark Hayes was top amateur in the Great Lakes region.

The corner workers honored "Worker of the Year" Bill Ritger with a special plaque and Referee Joe Condor with a "Worker Appreciation Award", which Condor received to a standing ovation.

Over 250 racers and their families attended the event which included a huge buffet and cash bar. Festivities lasted well into the next morning.

Harrell hauls at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, JAN. 15-16

Paul Harrell captured the first Budweiser/Toyota Formula One Grand Prix victory of the Willow Springs Motorcycle Club's 1994 season at the January round of racing at Willow Springs International Raceway.

Chuck Graves held the early race lead followed by recently-crowned F-1 class champion Bruce Tebo in second and Harrell in third. Graves came under pressure almost immediately when he found himself being challenged by both Tebo and Harrell at the same time as the riders exited turn nine on the second lap. Coming down the front straight to start lap three, Harrell momentarily grabbed the lead on his Attack Performance-sponsored Yamaha YZF1000, but Graves wasn't going to give up that easily; he got the edge going into turn one and retook the lead.

Two laps later, Harrell again maneuvered past Graves down the front straight and this time held onto the lead. A short time later, Graves slipped another position back when he was passed by Tebo. On a roll, Tebo continued to apply the throttle and moved around the inside of Harrell in turn eight, grabbing the race lead. Harrell was right there, however, and seemed to have a slight horsepower advantage as he passed Tebo on the front straight. For the next several laps, Tebo would pass Harrell in turn eight only to be pushed back into second as Harrell accelerated down the front straight.

In the final lap, Harrell hung on to take the race win with Tebo finishing second. Jason Paden surprised Graves in turn eight on the final lap, manuevering himself into third.

In the Maxima Racing Oil Formula Two race, Paden maintained his winning streak by being the first to take the checkered flag. Paden led the race from start to finish on his Cine Camera-sponsored Yamaha TZ250. Paden has completely dominated the WSMC F-2 class, having won every race since last summer.

Results

F-1: 1. Paul Harrell (Yam); 2. Bruce Tebo (Suz); 3. Jason Paden (Yam); 4. Chuck Graves (Suz); 5. Lance Holst (Hon).

F-2: 1. Jason Paden (Yam); 2. Mark McDonald (Yam); 3. Keith Code (Yam); 4. Don Grijalva (Yam); 5. Frank Aragaki (Yam).

F-3: 1. Kevin Murray (Hon); 2. Lee Parks (Hon); 3. John Ulrich (Hon); 4. Joel Hermoso (Hon); 5. James Siddall (Hon).

600 S/STK: 1. J. Andrew Milton (Hon); 2. Robbie Dowie (Hon); 3. Tim Tillman (Hon); 4. Robert Miller (Hon); 5. Karl Lowry, Jr. (Hon).

750 S/STK: 1. David Stanton (Suz); 2. Anthony Lupo (Suz); 3. Nick Ienatsch (Yam); 4. Kiko Serna (Suz); 5. Bryan Jones (Suz).

OPEN S/STK: 1. Curtis Adams (Suz); 2. Dean Vincent (Yam); 3. Charles Warren (Suz); 4. Richard Munn (Suz); 5. Chris Voelker Sr. (Hon).

550 S/BK: 1. Dave Koskinen (Yam); 2. Brian Garbellini (Yam); 3. Frank Aragaki (Yam); 4. Guy Celestre (Yam); 5. Daniel Equihua (Yam).

650 S/BK: 1. J. Andrew Milton (Hon); 2. Willie Burr (Hon); 3. Robbie Dowie (Hon); 4. Tony Mathews (Hon); 5. Robert Miller (Hon).

750 S/BK: 1. David Stanton (Suz); 2. John Hilton (Hon); 3. Anthony Lupo (Suz); 4. Don Lemelin (Kaw); Bryan Jones (Suz).

OPEN S/BK: 1. Chuck Graves (Suz); 2. Paul Harrell (Yam); 3. Peter Christensen (Suz); 4. Curtis Adams (Suz); 5. Steve Moreno (Suz).

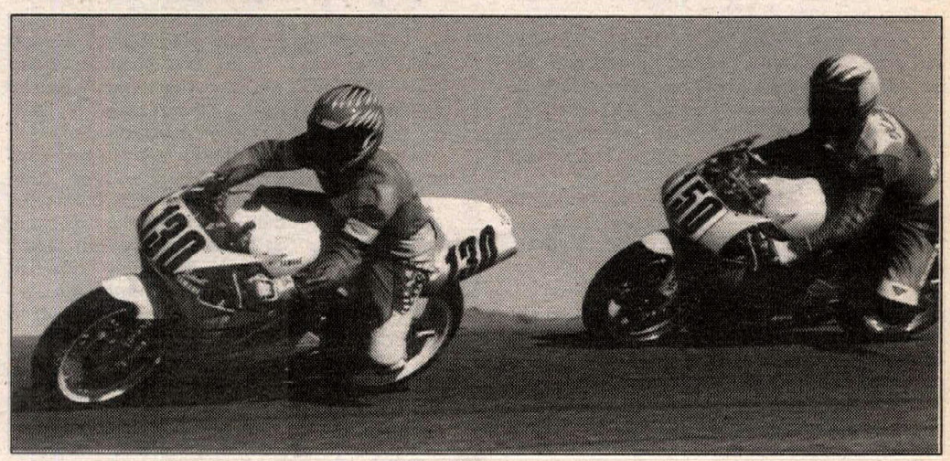
500 MOD PROD: 1. Dave Koskinen (Yam); 2. Brian Garbellini (Yam); 3. Guy Celestre (Yam). 4. Daniel Equihua (Yam); 5. John Reardon (Hon).

750 MOD PROD: 1. John Hilton (Hon); 2. David Stanton (Suz); 3. Nick Ienatsch (Yam); 4. Bryan Jones (Suz); 5. Miles Mothershead (Suz).

OPEN MOD PROD: 1. Steve Moreno (Suz); 2. Curtis Adams (Suz); 3. Richard Munn (Suz); 4. John Hilton (Hon); 5. Chris Voelker, Sr. (Hon).

H/W BOTT: 1. Robert Cunnington (H-D); 2. Kurt Mund (BMW); 3. Mick Ofield (Nor); 4. Bill Fennessy (Yam).

L/W BOTT: 1. Earl Roloff (Kaw); 2. Jerry Jirkovsky (Kaw); 3. Klaus Groeger (Hon); 4. Karl Goldshmidt (Hon); 5. Stephen Watson (Kaw).



(Above) Michael Brandes (2) scored the 250cc Pro win in round two of the Golden State Nationals at Silver State Raceway. (Below) Keith Code (150) overtook Roland Sands (130) to finish third in the Formula Two class during the opening round of the 1994 season at Willow Springs International Raceway.

500 SGL: 1. Scott Fabbro (Nor); 2. Gary Stiles (Hon).

600 SGL: 1. Archie Slaven (Yam); 2. Mike Franklin (Yam).

F-SGL: 1. Jody Hendley (Duc); 2. Marc Field (Yam); 3. Gary Stiles (Hon); 4. Kevin Dowhower (Yam); 5. Mike Franklin (Yam).

F-40: 1. Keith Code (Yam); 2. Don Grijalva (Yam); 3. Ray Adams (Suz); 4. Joji Tokumoto (Hon); 5. John McMahon (Hon).

Brandes aces Silver State MX

By Joan Tiearney

CARSON CITY, NV, JAN. 16

Race Tech/Answer-backed Kawasaki racer Michael Brandes aced the 125cc Pro class with perfect moto scores, and WOR/BVH/O'Neal/Scott/PJ1/Michael Design's Justin Tiearney did the same in the 125 and 250cc Intermediate divisions during round two of the Golden State Nationals North sponsored by On Trac Events at Silver State Raceway.

The 125cc pros went off the gate with Brandes taking the holeshot while Suzuki's Rodney Smith, BVH's Todd McMaster, and Team Green's Ryan Huffman vied for position. Butch Smith and Jason McCormick were gaining, eventually taking over third and fourth. Rodney Smith was comfortable in second place and gaining slightly on Brandes. Eight laps later it was all Brandes, with Rodney Smith settling for second. McCormick ran a very aggressive race, finishing third, with Smith fourth and Shane Esposito in fifth.

In moto two, Rodney Smith bagged the holeshot with Brandes knocking on his back door. It didn't take long for Brandes to pass and take the lead. Butch Smith made a pass on McMaster to take over third and eventually took over second place while Rodney Smith fell to third position. Brandes rode a flawless race to score the sweep. Butch Smith finished second aboard his Honda while Rodney Smith was third.

In the 125cc intermediate class, Tiearney rode perfect motos and was only slightly challenged by Cory Fuller aboard a Yamaha. Fuller finished 2-2 for second overall in the 125cc class. Ryan Leach was the only competition for Tiearney in the 250cc division, but he couldn't manage to get closer than a few bike lengths and had to settle for second place overall.

Results

50: 1. Nick Moore (Itj); 2. Jimmy Crandall (Suz); 3. Walt Williams (Yam); 4. Darren Nye (Yam); 5. Nicholas Dunn (Yam).

60 (0-8): 1. Eric Nye (Kaw); 2. Jimmy Nelson (Kaw); 3. Vincent Blair (Kaw); 4. Levi Huffman (Kaw); 5. Jimmy Hazel (Kaw).

60 (9-11): 1. Calvin Shane (Kaw); 2. Robert Harold (Kaw); 3. Ryan Wallace (Kaw); 4. Ryan Morais (Kaw); 5. Jacob Gregg (Kaw).

80 BEG: 1. John Meusling (Yam); 2. Michael Gorda Jr. (Suz); 3. Dustin Eatherly (Yam); 4. Matt Morgan (Yam); 5. Tommy Jeans (Suz).

80 (7-11): 1. Daniel Blair (Suz); 2. Robert Harold (Suz); 3. Ryan Morais (Kaw); 4. Kevin Shoen (Hon); 5. Pete Roberts (Yam).

80 (12-16): 1. Travis Riley (Kaw); 2. Brett Racine (Kaw); 3. Eric Williams (Kaw); 4. Jesse Ketchum (Suz); 5. Jess Medley (Hon).

125 BEG: 1. Lance Chapman (Hon); 2. Josh Giordano (Suz); 3. Mike Morgan (Yam); 4. Jacob Wilcox (Hon); 5. Stephen Faulkner (Suz).

125 JR: 1. David Roberts (Hon); 2. Steve Richards (Yam); 3. David Lodermeyer (Hon); 4. Torey Ailsworth (Kaw); 5. Tory Howard (Suz).

125 INT: 1. Justin Tiearney (Hon); 2. Cory Fuller (Yam); 3. Colin Couto (Hon); 4. Eric Graves (Hon); 5. Ryan Leach (Suz).

125 PRO: 1. Michael Brandes (Kaw); 2. Rodney Smith (Suz); 3. Butch Smith (Hon); 4. Jason McCormick (Hon); 5. Shane Esposito (Hon).

250 BEG: 1. Jesse Bath (Hon); 2. Wayne Zahrt (Yam); 3. Tom James (Suz); 4. Jim Fry (Hon); 5. Ron Mies (Kaw).

250 JR: 1. John Zinda (Suz); 2. Steve Richards (Yam); 3. Clint Willis (Yam); 4. Don Mendenhall (Suz); 5. Ron Hampshire (Kaw).

250 INT: 1. Justin Tiearney (Hon); 2. Ryan Leach (Suz); 3. Steve Hatch (Suz); 4. Colin Couto (Hon); 5. Nick Hansen (Suz).

250 PRO: 1. Michael Brandes (Kaw); 2. Rodney Smith (Suz); 3. Shane Esposito (Hon); 4. Butch Smith (Hon); 5. Ryan Huffman (Kaw).

UTH AM: 1. Dean Logsdale (Yam); 2. Shaun Freiling (Kaw); 3. Kevin Knox (Suz); 4. Roi Holster (Yam); 5. Stuart Vogel (Hon).

UTH MSTR: 1. Jeff Barbacovi (Yam); 2. Jon Zahrt (Yam); 3. Darren Elliott (Hon); 4. Rob Hansen (Yam); 5. Larry Smith (Yam).

VET BEG: 1. Vince Lowry (Yam); 2. Grant Saunders (KTM); 3. Daryl Roberts (Hon); 4. J. Duffy Griffin (Hon); 5. Mike Lewis (Yam).

VET JR: 1. Dickie Dye (Yam); 2. Kevin Knox (Suz); 3. Steve Storie (Hon); 4. Dennis Smith (Yam); 5. Bob Collier (Hon).

VET MSTR: 1. Jim Holley (Yam); 2. Dave Coupe (Hon); 3. Lance Burgess (Suz); 4. Jon Zhart (Yam); 5. Randy Chapman (Suz).

OT AM: 1. Bob Fabel (Hon); 2. Ted Netti (Yam); 3. Broderick Waldon (Hon); 4. Bill Connelly (Hon); 5. Charles Grant (Hon).

OT MSTR: 1. Rich Thorwaldson (Hon); 2. Jim Lamkin (Hon); 3. Tim Ketchum (Kaw); 4. Pete Vandenberg (Hon); 5. Dave Eakin (Hon).

VET INT: 1. Roi Holster (Yam); 2. Steve Richards (Yam); 3. Gary Morris (Yam); 4. Joe Martin (Hon); 5. Don Mendenhall (Suz).

500 AM: 1. Rich Thorwaldson (Hon); 2. David Pile (Hon); 3. Dave Westfall (Hon); 4. Jim Abshire (Hon); 5. Richard Barker (Hon).

25+ PRO: 1. Rodney Smith (Suz); 2. Jim Holley (Yam); 3. Tim Telford (Yam); 4. Sven Stillmock (Hon); 5. Robb Forsberg (Hon).

500 PRO: 1. Roby Leach (Hon); 2. Dave Coupe (Hon); 3. John Stark (Hon); 4. John Sabado (Kaw); 5. Mike Baxter (Hon).

Tedesco topples Albuquerque Arenacross

By Mike Arnold

ALBUQUERQUE, NM, JAN. 15

Kawasaki rider Ivan Tedesco claimed the win in the ultra competitive 80cc A class at the New Mexico State Arenacross Championships in Albuquerque's Tingley Coliseum. The R&S

Rusty Roberts (22) bagged this holeshot and two class wins at the Bremen MX.

Kawasaki-sponsored event brought 300+ riders from five states for a chance to beat the winter racing blues.

As the main event for the 80cc A class shot out of the gate, Ivan Tedesco battled with his brother Gio over the holeshot. Pre-race favorite Isaiah Johnson was mired in the back of the pack due to a bad start. Ivan Tedesco assumed the lead ahead of brother Gio, Joshua Catron, Scott Burris and Johnson.

While the Tedesco brothers were trying to get away, Johnson began his charge from the back. With two laps to go, Johnson was in third. Gio Tedesco tried to stop Johnson, but to no avail. With the white flag out, Ivan Tedesco ran cautiously to protect a sure win while Johnson hoped to land a suprise pass. As the two came into the next the to last turn, Johnson tried a quick pass to the inside, but Ivan Tedesco held him off. In the last turn, Johnson again went low but ran out of time. At the checkers it was Ivan Tedesco by a bike length.

The 250cc A main was hotly contested between hometown hero Robbie Clause, Texan Denny Howard and Colorado's Andy Atkins. When the gate dropped it was Clause piloting his CR 250 into the number one spot. However, Atkins was keeping the leash tight, and managed to grab the lead on one occasion. The unknown factor was Howard. Clause picked off Atkins, and Howard quickly followed suit. When the checkers flew it was Clause, Howard and Atkins.

Results

50 MOD: 1. Martin Montano.

50 B: 1. Austin Ginn; 2. Scott Collins; 3. Phillip Hoover; 4. Craig Costley; 5. Jeremy Amlong.

50 C: 1. D. Gomez; 2. Thomas Hoover; 3. Mitchell Catron; 4. R. Wells; 5. W. Morton.

60 A: 1. B. Hightower; 2. A. Burris; 3. S. Bennett; 4. N. Orona; 5. S. Guinn.

60 B: 1. J. Caldwell; 2. A. Ginn; 3. S. Villandry; 4. C. Samberson; 5. Bo Ralls.

80 A.: 1. Ivan Tedesco; 2. Isaiah Johnson; 3. Gio Tedesco; 4. Joshua Catron; 5. Scott Burris.

80 B: 1. Billy Dotson; 2. Joe Sawwick; 3. Matt Whitmarsh; 4. John Chavez; 5. Jerry Hicks.

80 C: 1. Mike Foster; 2. Sean Lynch; 3. Paul Conklin; 4. Brandon Hightower; 5. Tyson Brown.

S/MINI: 1. Isaiah Johnson; 2. Joshua Catron; 3. Gio Tedesco; 4. Joe Sanwick; 5. Ivan Tedesco.

125 A: 1. Shawn Morga; 2. Andy Atkins; 3. Robbie Clause; 4. Denny Howard; 5. Adam Land.

125 B: 1. Isaiah Johnson; 2. Keith Johnson; 3. Sam Morgan; 4. Adam Montoya; 5. Mark Armijo.

125 C: 1. Levi Ballog; 2. Shayne Kendall; 3. David Tolzman; 4. Jesse James; 5. David Sievers.

125: 1. Keith Zirnheld; 2. Rodney Rivera; 3. Paul Conklin; 4. Mike Arnold; 5. Richard Woodward.

250 A: 1. Robbie Clause; 2. Denny Howard; 3. Andy Atkins; 4. Mark Traversy; 5. Chris Dennison.

250 B: 1. Keith Johnson; 2. Nick Cano; 3. Kris Struve; 4. Robert Lee; 5. Len Sellers.

250 C: 1. Kevin Clark; 2. Ryan Knoche; 3. Luke Fennewald; 4. T.J. Younger; 5. Dennis Sanchez.

250: 1. C. Adair; 2. Josh Jorde; 3. Nat Coraci; 4. David Lawrence; 5. Eddie Archuleta.

500 A: 1. Mark Traversy; 2. Mark Dickerhoff; 3. Mark Johnston.

500 B: 1. Andy Drexler; 2. Jeff Porter.

500 C: 1. Zingo Leach; 2. Shawe Rawdall; 3. Kim Pravada; 4. Vawce Herceg.

30+ B: 1. Robert Lee; 2. Brad Boultinghouse; 3. James Renolds 4. Rex Revlin 5. Robert Vilandry

Stovall, Maximoff heat up Asheville Arenacross

By Barbara Williams

ASHEVILLE, NC, JAN. 21-22

Kawasaki of Raleigh-backed Bobby Stovall and Matt Maximoff were the big winners during round three of the AMA Interstate Cycles/KISS FM Carolina Indoor Winter Arenacross Series at the WNC Agricultural Center, which played host to over 200 riders from 13 states.

Overcoming the bitter cold, Stovall walked away with the 125cc A main event on Friday while Maximoff stunned the capacity crowd with a win in Saturday's 125cc A main.

When Friday's 125cc A main rolled around, Mike Nutter and Maximoff leapt to the front together, crowding Stovall back to third. However, qualifier winner Stovall took command coming through the whoops for the first time, and camped out in the lead. Maximoff clicked up his own intensity, easily passing Nutter to take over second spot. Shane Templeton also passed Nutter, pulling up behind Maximoff to threaten him for half of the 12-lap contest. As the pair of Suzukis entered the whoops on lap seven, Templeton had just a little better rhythm going through the section, edging out Maximoff at the end of it.

At the checkered flag, it was Stovall with the win followed by Templeton and Maximoff. Bill Wallin and Chuck Shirley held down fourth and fifth; Nutter hung on to finish sixth.

On Saturday, Nutter headed the 125cc A main event pack into turn one, hounded by Maximoff, Wallin, Stovall, William Wilson, Shirley and Kevin Walker. Though Maximoff's attention to Nutter was temporarily diverted by Stovall and Wallin, at the beginning of lap five Maximoff powered past Nutter through the whoops to take the lead. Nutter blocked Wallin and Stovall long enough for Maximoff to skip out of reach. Walker and Templeton worked their way up from middle and lower pack starts, to depose Nutter. At the finish, Maximoff claimed the win with Wallin, Stovall, Walker and Templeton rounding out the top five.

Results

Friday

50: 1. Chase Shumate (Yam); 2. Michael Ridge (Yam); 3. Robbie Towery (Hon); 4. Tyler Shumate (Yam); 5. Michael Thompson (KTM).

65: 1. J.R. Carter (Kaw); 2. Daniel Tessneer (Kaw); 3. Michael Barker (Kaw).

JR MINI: 1. J.R. Carter (Kaw);-2. Martin Pence (Kaw); 3. Derrick Tessneer (Yam); 4. Daniel Tessneer (Kaw); 5. Michael Barker (Kaw).

SR MINI: 1. Paul Justus (Yam); 2. Jeffery Ryan (Kaw); 3. Kelly Taylor (Yam); 4. Aaron Enenburg (Hon); 5. Joshua Capps (Suz).

S/MINI: 1. Jeffery Ryan (Kaw); 2. Paul Justus (Yam); 3. Kelly Taylor (Yam); 4. Joshua Capps (Suz); 5. Aaron Ellenburg (Hon).

125 A: 1. Bobby Stovall (Kaw); 2. Shane Templeton (Suz); 3. Matt Maximoff (Suz); 4. Bill Wallin (Suz); 5. Chuck Shirley (Yam).

125 B: 1. Paige Hilliard (KTM); 2. Kelly Floyd (Kaw).

125 C: 1. Stephen Mayo (Hon); 2. Rodney Wise (Suz); 3. Tony Brown (Kaw); 4. Brad Edwards (Kaw); 5. Walter Allen (Yam).

125 D-1: 1. Brent Fortune (Yam); 2. Stacy Payne (Suz); 3. Nick Turner (Suz); 4. Jason Holdway (Suz); 5. Joseph Neal (Kaw).

125 D-2: 1. John Thompson (Hon); 2. Ricky Blackwell (Yam); 3. Kevin Murrell (Hon); 4. Jason Cody (Yam); 5. Robert Smith (KTM).

250 A: 1. Shane Templeton (Suz); 2. Kevin Walker (Yam); 3. Matt Maximoff (Suz); 4. Bobby Stovall (Kaw); 5. Bill Wallin (Suz).

250 B: 1. Rodney Scott (Hon); 2. Glen Hoffman (Hon); 3. Phillip Davis (Hon).

250 C: 1. Brian Renfro (Hon); 2. Anthony Bridges (Hon); 3. Jeff Tomlinson (Hon); 4. Tony Brown (Kaw); 5. Kevin Dobbins (Hon).

250 D: 1. Scott Minyard (Hon); 2. David Shugart (Yam); 3. Jamie Davidson (Kaw); 4. Trey Robinson (Yam); 5. Nike Taylor (Hon).

25+: 1. Kevin Brown (Kaw); 2. Ricky Joyce (KTM); 3. Bobby Rhoads (Hon); 4. Robby Neeley (KTM); 5. Larry Sparks (Kaw).

30+: 1. Robby Neeley (KTM); 2. Robert Huston (Yam); 3. Travis Bell (Yam); 4. Joey Singleton (Kaw); 5. Same Reece (Hon).

UL D-1: 1. Rodney Scott (Hon); 2. Paige Hilliard (KTM); 3. Brian Blanton (Suz); 4. Patrick Parton (Hon); 5. Walter Allen (Yam).

UL D-2: 1. Eugene Norton (Suz); 2. Kevin Taylor; 3. Dwayne Hammel (Suz); 4. Daniel Reese (Hon); 5. Jody Boyd (Hon).

Saturday

50: 1. Chase Shumate (Yam); 2. Michael Ridge (Yam); 3. Chris Moore (Yam); 4. Tyler Shumate (Yam); 5. Kara Taylor (Yam).

65: 1. J.R. Carter (Kaw); 2. Jason Bault (Kaw); 3. Daniel Tessneer (Kaw); 4. Michael Barker (Kaw); 5. Willy Baker (Kaw).

JR MINI: 1. J.R. Carter (Kaw); 2. Martin Pence (Kaw); 3. Daniel Tessneer (Kaw); 4. Jason Bault (Kaw); 5. Jeremy McElrath (Suz).

SR MINI: 1. Jeffery Ryan (Kaw); 2. Kelly Taylor (Yam); 3. Johnny Mass (Suz); 4. Johnathan Tucker (Hon); 5. Aaron Elienburg (Hon).

S/MINI: 1. Paul Justus (Yam); 2. Kelly Taylor (Yam); 3. Jeffery Ryan (Kaw); 4. Johnny Mass (Suz); 5. Timmy Morrison (Kaw).

125 A: 1. Matt Maximoff (Suz); 2. Bill Wallin (Suz); 3. Bobby Stovall (Kaw); 4. Kevin Walker (Yam); 5. Shane Templeton (Suz).

125 B: 1. Jimmy Briggs (Hon); 2. Jacob Dombrosky (Suz); 3. Kelly Floyd (Kaw); 4. Paige Hilliard (KTM); 5. Jon Boruff (Hon).

125 C: 1. Jason Sain (Hon); 2. Brian Blanton (Suz); 3. Stephen Mayo (Hon); 4. Eric Reese (Suz); 5. Walter Allen (Yam).

125 D D-1: 1. Kevin Murrell (Hon); 2. Frank Stafford (Hon); 3. Rodney Finchum (Suz); 4. Stacy Payne (Suz); 5. Greg Roberson (Hon).

125 D D-2: 1. Robert Andy Smith (KTM); 2. John Thompson (Hon); 3. Joseph Gardner (Yam); 4. John Robertson (Yam); 5. Dwayne Hammel (Suz).

125 D D-3: 1. Nick Turner (Suz); 2. Jerry Blankenship (Yam); 3. Kevin Taylor (Suz); 4. Lewis Roberson (Hon); 5. Dale Houck (Hon).

250 A: 1. Matt Maximoff (Suz); 2. Shane Templeton (Suz); 3. Bobby Stovall (Kaw); 4. Bill Wallin (Suz); 5. Kevin Walker (Yam).

250 B: 1. Jimmy Briggs (Hon); 2. Rodney Scott (Hon); 3. Brian Justice (Yam); 4. Shane Jenkins (Kaw); 5. Brad Clark (Suz).

250 C: 1. Justin Forer (Hon); 2. Furman Parton (Hon); 3. Jeff Vealey (KTM); 4. Tony Brown (Kaw); 5. Brian Renfro (Hon).

250 D-1; 1. David Shugart (Yam); 2. Frank Stafford (Hon); 3. Terence Brown (Kaw); 4. Jody Boyd (Hon); 5. Scott Minyard (Hon).

250 D-2: 1. Robert Andy Smith (KTM); 2. Howard Maxey (Kaw); 3. Bryon Bass (Kaw); 4. Trey Robinson (Yam); 5. Brian Carr (Kaw).

25+: 1. Ricky Joyce (KTM); 2. Larry Sparks (Kaw); 3. Kevin Brown (Kaw); 4. Bryan Adams (Kaw); 5. Marc Cleveland (Hon).

30+: 1. Ross Johnston (Hon); 2. Robert Huston (Yam); 3. Robby Neeley (KTM); 4. D. Travis Bell (Yam); 5. Bryan Adams (Kaw).

UL AM: 1. Rodney Scott (Hon); 2. Jon Boruff (Hon); 3. Paige Hilliard (KTM); 4. Jacob Dombrosky (Suz); 5. Walter Allen (Yam).

Saegert no slouch at Westmoreland Hare Scrambles

By Sheri Edwards

WESTMORELAND, KS, JAN. 9

Kenneth Sirman waited patiently to find the perfect opportunity before passing for the lead and the win in the 250cc class at Northeast Kansas Motocross's first hare scramble of the year.

The 250cc class provided spectators and racers alike with tremendous racing as first place was swapped between Steve Desch, Mike Brooks and Sirman. Desch sprinted to the lead early in the first lap of competition only to be passed by Brooks before passing the second-lap checkpoint. Before the third lap could be completed, Desch raced passed Brooks to regain the number-one position. Desch and Brooks seemed to enjoy "fighting and switching", doing so three more times during the two-hour event only to surrender first place to Sirman during the final lap of competition.

Steve Murray stayed in front of the combined Intermediate/Expert pack for most of the race only to be challenged by Bruce Korbelik, who took over first position on the fifth lap. First place was short-lived for Korbelik; Murray crossed the scoring area once again in the lead on the sixth lap. Korbelik appeared to have lightened the load on his CZ as the front fender and "custom" bark busters had vanished. John Isaacs was in contention early on in the competition only to retire from the event with a mechanical failure.

Ron Saegert clearly outmatched the rest of the racers in the 125/200cc class while a short battle between Jason Robertson and Jimmy Wells proved better for Robertson, who placed second.

Results

0-105: 1. Andrea Ayers (Hon); 2. Matthew Fleming (Yam).

125-200: 1. Ron Saegert (Hon); 2. Jason Robertson (Kaw); 3. Jimmy Wells; 4. Jenny Ayers (Kaw); 5. Jamie Smith (Kaw).

250: 1. Kenneth Sirman (Kaw); 2. Mike Brooks (Hon); 3. Jim Hurtz (Suz); 4. Steve Desch (Hon); 5. Chad Wende (KTM).

INT/EX: 1. Steve Murray (Hon); 2. Bruce Korbelik (CZ); 3. David Haworth (KTM); 4. Jeff Boyer (KTM); 5. David Jeffery (Hon).

30+/PEN: 1. Steven Wichman (ATK); 2. David Dains (ATK); 3. Mark Ayers (Hon); 4. Don Schumacher (Hus).

Anderson prevails at Bremen Motocross

By Gary Crider

BREMEN, GA, JAN. 2

Van Anderson failed to win a battle yet won the war, scoring the overall win in the 25+ class at the Bremen MX.

At the start of the first 25+ moto, Mike Henderson stalled at the gate while Rodney Cavender ran away with the win. In moto two, Cavender crashed hard while leading, giving the moto win to Henderson. Anderson claimed the overall win via his 2-2 tally while moto winners Cavender and Henderson were held to fourth and fifth overall, respectively.

The final 60cc moto at the Bremen MX saw Dash Lyle live up to his name with a last-lap dash that netted the moto and overall win after a photo-finish with Robin Wallace.

Lyle made his move on the approach to the finish line jump and passed Wallace in mid-air at the flag. First-moto winner Wallace had to settle for runner-up gold over Scott Storey.

After an eight-month layoff due to injury, FMF/O'Neal/Yamaha of Doraville-backed Damyn Swanepoel marked his return to racing with a flawless performance in the 125cc A division.

Rusty Roberts came away a double winner, topping the 250cc C and 30+ classes while Alabama's Clark Stiles claimed both the 250cc B and Unlimited Amateur wins.

Brothers Chuck and Craig Greer turned in perfect scores in the 125 and 250cc Beginner classes, respectively.

Results

P/W 50: 1. James Ragsdale (Yam); 2. Michael Garland (Yam); 3. Bradley Wright (Yam); 4. Chad Myers (Yam); 5. James Franklin (Hon).

60: 1. Dash Lyle (Kaw); 2. Robin Wallace (Kaw); 3. Scott Storey (Kaw); 4. Stephen Norwood (Kaw); 5. D.C. Thompson (Kaw).

80 BEG: 1. David Crawford (Yam); 2. Brian Womack (Kaw); 3. Mark Ragsdale (Suz); 4. Jason Whatley (Hon); 5. Justin Whatley (Hon).

JR MINI: 1. Jon Monk (Hon); 2. J.R. Morrow (Hon); 3. Lee Mullis (Kaw); 4. Chris Addington (Kaw); 5. Jonathon Mortenson (Hon).

SR MINI: 1. Anthony D'Amico (Suz); 2. Buck Shuler (Kaw); 3. Jon Monk (Hon); 4. Michael Crawford (Yam); 5. Lee Mullis (Kaw).

YTH: 1. Mick Bailey (Suz); 2. J.J. Eidson (Yam); 3. Josh Thompson (Suz); 4. David Crawford (Yam); 5. Josh Knight (Hon).

125 BEG: 1. Chuck Greer (Kaw); 2. Keith Krogh (Suz); 3. Jeremy Matthews (Suz); 4. Josh Thompson (Suz); 5. Phipps Hadaway (Suz).

250 BEG: 1. Craig Greer (Kaw); 2. Chad Wilson (Hon); 3. Brian Goble (Kaw); 4. Eric Greeson (Hon); 5. Timmy Bagwell (Hon).

125 C: 1. Kevin Hitt (Hon); 2. Wes Stiles (Hon); 3. Jason Duren (Hon); 4. Mark Taylor (Kaw); 5. J.J. Eidson (Yam).

250 C: 1. Rusty Roberts (Yam); 2. Jeff Killian (Kaw); 3. Chris Dunn (Yam); 4. David Brown (Hon); 5. Robbie Peterson (Hon).

125 B: 1. Jeff Giese (Suz); 2. Kyle Kelly (Kaw); 3. Mick Bailey (Suz); 4. John Upton (Kaw); 5. Duke Reese (Yam).

250 B: 1. Clark Stiles (Hon); 2. Rod Stuckey (Yam); 3. Mike D'Amico (Suz); 4. John Upton (Kaw); 5. Mike Henderson (Hon).

U/L AM: 1. Clark Stiles (Hon); 2. Kyle Kelly (Kaw); 3. Jason Duren (Hon); 4. Kevin Truett (Kaw); 5. Duke Reese (Yam).

25+: 1. Van Anderson (Yam); 2. Doug Lawson (Hon); 3. Allen Stroo (Hon); 4. Rodney Cavender (Suz); 5. Mike Henderson (Hon).

30+: 1. Rusty Roberts (Yam); 2. Jim Creasy (Hon); 3. Bobby Staggs (Yam); 4. David Brown (Hon); 5. Van Anderson (Yam).

125 A: 1. Damyn Swanepoel (Yam).

250 A: 1. Jon Krieger (Yam).

Beckman, Jenneman bag Sioux Falls Short Track

By Vicki Viegra

SIOUX FALLS, SD, JAN. 21-22

Wes Beckman on a Honda and Dale Jenneman on a Harley-Davidson swapped wins at the indoor concrete short track in Sioux Falls, South Dakota.

Beckman started Friday night by setting fast time and truly looked to be the man to beat. Using a great start and a consistent style, Beckman stretched his lead to win by about three bike lengths. Jenneman was stuck in a battle with the 1993 Motor Sports of America Indoor Champion David Hebb, nearly falling off his motorcycle with three laps to go, but saved it to hold on for second. Hebb fought an ill-handling motorcycle to take third.

On Saturday night, the main event looked like roller ball - after two restarts, Hebb, Steve Kasten and Brian Scallon were all sent to the penalty line from the front row for jumping the flag start. Kasten and Scallon went to the third row without incident, but Hebb stood his ground. After much heated exchange between Hebb and Event Director Stan Muehlhausen, Hebb also went to the third row. At the same time, Jenneman's Harley started smoking, apparently due to an oil-related problem. Ater frantically wiping the bike down, Jenneman pulled to the line.

At the start, Beckman got the holeshot with Jenneman in tow. Beckman slipped a little, and Jenneman dove to the lead. Beckman couldn't catch him before the checkered flag fell, and Jenneman scored the win. Beckman was second, while Tony Rulli had moved through the pack to snag third. Bill Hofmeister on his Fairbault Harley was fourth, and Hebb blasted in, fifth.

In Friday's Vintage bike main, Shawn Martin notched a win. Saturday's main winner was Randy Feldhaus. CN

Results

Friday

OPEN PRO: 1. Wes Beckman (Hon); 2. Dale Jenneman (H-D); 3. David Hebb (H-D); 4. Kirk Jenneman (H-D); 5. Tony Kohner (Hon).

VINT: 1. Shawn Martin (Yam); 2. Charles Beving (Yam); 3. Don Hoff (Yam); 4. Randy Feldhaus (Bul).

Saturday

OPEN PRO: 1. Dale Jenneman (H-D); 2. Wes Beckman (Hon); 3. Tony Rulli (H-D); 4. Bill Hofmeister (H-D); 5. David Hebb (H-D).

VINT: 1. Randy Feldhaus (Bul); 2. Pat Ball (Hon); 3. Shawn Martin (Yam); 4. Don Hoff (Yam).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series
3/27 Eastern Creek, Australia, Rnd 1
4/10 Shah Alam, Malaysia, Rnd 2
4/24 Suzuka City, Japan, Rnd 3
5/8 Jerez, Spain, Rnd 4
5/22 Salzburgring, Austria, Rnd 5
6/12 Hockenheim, Germany, Rnd 6
6/25 Assen, Holland, Rnd 7
7/3 Mugello, Italy, Rnd 8
7/17 Le Mans, France, Rnd 9
7/24 Donington, England, Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Rio de Janeiro, Brazil, Rnd 13
10/2 Buenos Aires, Arg., Rnd 14
10/16 Catalunya, Spain, Rnd 15

World Championship Superbike Road Race Series
5/1 Donington Park, Eng., Rnd 1
5/8 Hockenheim, Germany, Rnd 2
5/22 Misano, Italy, Rnd 3
6/12 Estoril, Portugal, Rnd 4
6/19 Albacete, Spain, Rnd 5
7/17 Osterreichring, Austria, Rnd 6
8/21 Johor, Malaysia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/9 Jerez, Spain, Rnd 11
10/30 Sentul, Indonesia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World C'ship 125cc MX Series
3/27 TBA, Italy, Rnd 1
4/10 Chaulieu, France, Rnd 2
4/24 Guaruja, Brazil, Rnd 3
5/1 Cosquin, Argentina, Rnd 4
5/15 Bellpuig, Spain, Rnd 5
6/5 Hagabanene, Sweden, Rnd 6
6/19 Kaposvar, Hungary, Rnd 7
7/3 Manjimup, Australia, Rnd 8
7/17 Borgo Mag, San Marino, Rnd 9
7/31 Goldbach, Germany, Rnd 10
8/7 Foxhill, England, Rnd 11
8/28 Borgloon, Belgium, Rnd 12

World C'ship 250cc MX Series
3/20 Jerez, Spain, Rnd 1
3/27 Valkenswaard, Holland, Rnd 2
4/24 TBA, Italy, Rnd 3
5/1 Schwanenstadt, Austria, Rnd 4
5/8 Ernee, France, Rnd 5
5/15 Gdynia, Poland, Rnd 6
6/12 Lommel, Belgium, Rnd 7
6/19 Foxhill, England, Rnd 8
6/26 Holice, Czechoslovakia, Rnd 9
7/10 Uddevalla, Sweden, Rnd 10
7/17 Heinola, Finland, Rnd 11
7/31 Budds Creek, U.S., Rnd 12
8/7 Maracay, Venezuela, Rnd 13
8/21 Suzuka City, Japan, Rnd 14
9/4 Gaildorf, Germany, Rnd 15

World C'ship 500cc MX Series
4/10 Payerne, Switzerland, Rnd 1
4/24 Sittendorf, Austria, Rnd 2
5/7 Killinchy, Ireland, Rnd 3
5/15 Hawkstone Park, Eng., Rnd 4
5/29 TBA,Italy, Rnd 5
6/5 Sverepec, Slovenia, Rnd 6
6/19 Mill, Holland, Rnd 7
6/26 Blangies, France, Rnd 8
7/3 Arganil, Portugal, Rnd 9
7/17 Folkendange, Lxmbrg., Rnd 10
8/7 Namur, Belgium, Rnd 11
8/21 Hertzgerlingen, Germ., Rnd 12

World Championship Supercross Series
10/15 Atlanta, United States, Rnd 1
10/5-6 Barcelona, Spain, Rnd 2
10/12-13 Paris, France, Rnd 3
10/26-27 Tokyo, Japan, Rnd 4
12/2-3 Geneva, Switzerland, Rnd 5

Motocross des Nations
9/11 Roggenburg, Switzerland

AMA Grand Nat'l C'ship Series
3/12 Daytona, FL, Rnd 1
4/23 Sacramento, CA, Rnd 2
4/30 San Jose, CA, Rnd 3
5/7 *Bakersfield, CA, Rnd 4
5/14 Pomona, CA, Rnd 5
5/29 DuQuoin, IL, Rnd 6
6/4 Mineralwells, WV, Rnd 7
6/18 Dallas, TX, Rnd 8
6/25 Lima, OH, Rnd 9
7/2 *Mechanicsburg, PA, Rnd 10
7/9 Lake Odessa, MI, Rnd 11
7/16 Hagerstown, MD, Rnd 12
7/23 *Sedalia, MO, Rnd 13
7/30 Oklahoma City, OK, Rnd 14
8/7 Peoria, IL, Rnd 15
8/10 Rapid City, SD, Rnd 16
8/13 Denver, CO, Rnd 17
8/20 Indianapolis, IN, Rnd 18
8/28 Tulsa, OK, Rnd 19
9/4 Springfield, IL, Rnd 20
9/10 Castle Rock, WA, Rnd 21
9/17 Sacramento, CA , Rnd 22
10/1 *Bakersfield, CA, Rnd 23
10/8 Pomona, CA, Rnd 24
10/16 *Del Mar, CA, Rnd 25
*Tentative
Info 614/891-2425

AMA Camel Supercross Series
2/5 San Diego, CA, Rnd 4
2/12 Tampa, FL, Rnd 5
2/26 Atlanta, GA, Rnd 6
3/12 Daytona Beach, FL, Rnd 7
3/19 Indianapolis, IN, Rnd 8
3/26 Charlotte, NC, Rnd 9
4/9 Pontiac, MI, Rnd 10
4/16 Minneapolis, MN, Rnd 11
4/23 Irving, TX, Rnd 12
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

AMA 125/250cc National Championship MX Series
3/6 Gainesville, FL, Rnd 1
5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series
3/3-13 Daytona Beach, FL, Rnd 1
3/25-27 Phoenix, AZ, Rnd 2
4/8-10 Pomona, CA, Rnd 3
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

* AMA/CCS C'ship Cup Series
Florida Region
2/5-6 Bloomingdale, GA
2/19-20 Palm Beach Gardens, FL
3/3-6 Daytona Beach, FL
3/19-20 Palm Beach Gardens, FL
4/30-5/1 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
7/9-10 Palm Beach Gardens, FL
7/30-31 Bloomingdale, GA
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL

Southeast Region
2/5-6 Bloomingdale, GA
3/3-6 Daytona Beach, FL
4/9-10 Bloomingdale, GA
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/17-18 Braselton, GA

Mid-Atlantic Region
4/9-10 Bloomingdale, GA
4/30-5/1 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
6/25-26 Braselton, GA
7/16-17 Summit Point, WV
9/10-11 Summit Point, WV

Mid-West Region
4/2-3 Topeka, KS
4/16-17 Rockton, IL
4/23-24 Elkhart Lake, WI
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
6/25-26 Braselton, GA
7/2-3 Grattan, MI
7/16-17 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI

Great Lakes Region
4/23-24 Grattan, MI
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/8-9 Grattan, MI

Great Plains Region
4/2-3 Topeka, KS
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/16-17 Rockton, IL
8/6-7 Topeka, KS

South West Region
3/12-13 Las Vegas, NV
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ

Utah Region
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT

North East Region
4/23-24 Loudon, NH
5/7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
8/6-7 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

AMA National Championship Enduro Series
2/13 Lake Pleasant, AZ, Rnd 1
2/20 Coalinga, CA, Rnd 2
3/27 Turkey, TX, Rnd 3
4/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info: 614/891-2425

AMA Nat'l Championship Reliability Enduro Series
3/19-20 Ozark Nat'l Forest, AR, Rnd 1
4/16-17 Crosbyton, TX, Rnd 2
4/23-24 Minden, NV, Rnd 3
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info: 614/891-2425

AMA National Championship Hare Scrambles Series
2/6 Hollister, CA, Rnd 2
3/27 Hurricane Mills, TN, Rnd 3
4/10 Redding, CA, Rnd 4
7/17 Kahoka, MO, Rnd 5
7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info: 614/891-2425

AMA National Championship Hare & Hound Series
2/27 Lucerne Valley, CA, Rnd 2
4/9 Jericho, UT, Rnd 3
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info: 614/891-2425

AMA National Championship Hillclimb Series
5/15 Middlebury, IN, Rnd 1
6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4
7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

SCORE Desert C'ship Series
2/25-27 San Felipe, B.C., MEX, Rnd 2
6/3-5 Baja, CA, Rnd 3
11/10-13 Baja, CA, Rnd 4

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12:30 p.m.	VETS	10:30 a.m.	OPEN
2:15 p.m.	0-175/MINI	12:15 p.m.	QUADS
3:30 p.m.	KIDS* / PEE WEE RACE	2:00 p.m.	250 c.c.
7:00 p.m.	NIGHT RACE		FREE CAMPING!

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CRC California Race Schedule
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Sun., Feb. 6	MX	Sunrise
Sun., Feb. 13	MX	L.A.C.R.
(CMC Event CRC Membership Honored)		
Sun., Feb. 20	MX	Glen Helen
Sun., Feb. 27	GP Magic Mtn.	L.A.C.R.
Sun., Mar. 6	MX	Sunrise

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Tulare Cycle Park
Tulare, CA Event Calendar

February 5 Open M.X. Practice
February 6 Motocross
February 19 Open M.X. Practice
February 26 AHRMA T.T.-D.T. (Vintage Only)
February 27 A.H.R.M.A. M.X. (Vintage Only)

All Events Motorcycles Only
M.X. Practice 9 a.m. to 2 p.m.
INFO: (209) 685-0503

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Old Timers MX Association
Race Schedule

Sun., Feb. 6	Sunrise MX CRC
Sat., Feb. 12	Carlsbad MX
Sun., Feb. 20	Glen Helen MX CRC

For Information Call (714) 633-9503

GLEN HELEN
EVENT CALENDAR

Sat., Feb. 5	Glen Helen Contingency MX #2
Sun., Feb. 6	Open Practice GP & MX 8-5
Sun., Feb. 13	Double Cross GP
Sun., Feb. 20	CRC MX
Mon., Feb. 21	Presidents' Day MX Practice
Sun., Feb. 27	SRA GP
Sun., Mar. 6	Open MX Practice

WHAT'S HAPPENING
Rnd. 2 Glen Helen Contingency MX
Feb. 5 Saturday Racing!!!
COME AND RACE THE FINEST MOTOCROSS AROUND AND WIN PRIZES FROM SHOEI HELMETS, JT RACING, HRP FLAK JAK, FAQ RACING, NCY, ANSWER, BARNETT, FOX, ENDURA, MMF, SUNSTAR, AND FMF.
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PRACTICE INFO:

Thurs.	Open MX Practice Two Tracks 8 a.m. to Dusk GP Track Re-Prepped From 12pm-1pm
Sat.	Open MX Practice Two Tracks GP Track - 8:00 a.m. to 12:00 p.m. MX Track - 8:00 a.m. to 5:00 p.m.
Sun.	Open MX Practice 8:00 a.m. to 5:00 p.m. on MX Track

Track Watered and Prepped for Open Practice
RACE HOTLINE: (909) 880-1733

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Best in the Desert Silver State Series
3/11-13 Jean, NV, Rnd 2
4/15-17 Caliente, NV, Rnd 3
5/15 Pioche, NV, Rnd 4
6/10-12 Ely, NV, Rnd 5
9/9-11 Tonopah, NV, Rnd 6
12-2-4 Laughlin, NV, Rnd 7
Info: 702/457-5775

International Six Day Enduro
9/20-25 Tulsa, OK

AMA Mid-South C'ship Winter Hare Scrambles Series
2/6 Centerville, TN, Rnd 3
2/20 Hohenwald, TN, Rnd 4
3/6 Greenville, KY, Rnd 5
4/17 Fordsville, KY, Rnd 6
Info 615/331-1475

AMA Nat'l Arenacross Series
2/4-6 Lincoln, NE, Rnd 6
2/11-13 Indianapolis, IN, Rnd 7
2/18-20 Cincinnati, OH, Rnd 8
2/25-27 Denver, CO, Rnd 9

AMA Mega Series
3/13 Blountville, TN, Rnd 1
3/20 Kingsport, TN, Rnd 2
4/2-3 Kingsport, TN, Rnd 3
4/10 Macon, GA, Rnd 4
4/17 Blountville, GA, Rnd 5
5/1 London, KY, Rnd 6
5/14-15 Blountville, TN, Rnd 7
6/12 Blountville, TN, Rnd 8
7/2-3 Axton, VA, Rnd 9
7/9-10 Blountville, TN, Rnd 10
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

AMA Wiseco/Yamaha/Dunlop Grand National Cross Country Series
3/8 Ocala, FL, Rnd 1
3/13 Sumpter, SC, Rnd 2
3/27 Hurricane Mills, TN, Rnd 3
4/24 Brownsville, PA, Rnd 4
5/8 Sharpsburg, MD, Rnd 5
5/22 Boyers, PA, Rnd 6
6/5 Laurelville, OH, Rnd 7
6/19 Davis, WV, Rnd 8
8/28 Millfield, OH, Rnd 9
10/2 Bunner Ridge, WV, Rnd 10
10/16 Elizabeth, WV, Rnd 11
10/30 Mt. Morris, PA, Rnd 12

WERA Pro Road Race Series
4/22-24 Braselton, GA, Rnd 1
5/24-26 Shannonville, Ont., CAN, Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-0451

WERA Regional C'ship Series
Mid-Atlantic Region
4/9-10 Summit Point, WV
5/21-22 Summit Point, WV
6/4-5 Garrettsville, OH
6/18-19 Long Pond, PA
6/25-26 Rockingham, NC
7/9-10 Garrettsville, OH
7/30-31 Summit Point, WV
8/5-7 Long Pond, PA
9/3-4 Garrettsville, WV
9/24-25 Shannonville, Ontario, CAN
10/8-9 Summit Point, WV

Southeast Region
2/26-27 Talladega, AL
3/19-20 Faulkville, GA
3/25-27 Talladega, AL
4/30-31 Faulkville, GA
5/14-15 Talladega, AL
6/11-12 Faulkville, GA
6/25-26 Rockingham, NC
7/16-17 Talladega, AL
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
10/1-2 Faulkville, GA

North Central Region
4/2-3 Clermont, IN
4/9-10 Grattan, MI
4/23-24 Mt. Meridan, IN
5/6-8 Grattan, MI
5/21-22 Mt. Meridan, IN
6/25-26 Grattan, MI
7/9-10 Mt. Meridan, IN
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/27-28 Beloit, IL
9/10-11 Grattan, MI
9/23-25 Shannonville, Ont, CAN
10/8-9 Mt. Meridan, IN

Mid-Central Region
2/26-27 Talladega, AL
4/2-3 Clermont, IN
4/23-24 Mt. Meridan, IN
5/21-22 Mt. Meridan, IN
6/4-5 Hallet, OK
6/18-19 E. St. Louis, IL
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
9/24-25 Hallett, OK
10/8-9 Mt. Meridan, IN

South Central Region
3/12-13 Henderson, TX
4/9-10 College Station, TX
4/30-5/1 Henderson, TX
5/28-29 Hallet, OK
6/25-26 Henderson, TX
7/16-17 Henderson, TX
8/6-7 College Station, TX
9/3-4 Hallett, OK
9/9-11 Millington, TN
10/8-9 College Station, TX

WERA Grand National Final
10/26-30 Braselton, GA
Info 916/582-0451

WERA Nat'l Challenge 1100, 750 & 600cc Superstock Series
3/25-27 Talladega, AL, Rnd 1
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/9-10 Mt. Meridan, IN, Rnd 6
7/22-24 Clermont, IN, Rnd 7
8/5-7 Long Pond, PA, Rnd 8
8/26-28 Portland, OR, Rnd 9
9/9-11 Millington, TN, Rnd 10

WERA National Challenge Formula III Series
3/25-27 Talladega, AL, Rnd 1
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/22-24 Clermont, IN, Rnd 6
8/5-7 Long Pond, PA, Rnd 7
8/26-28 Portland, OR, Rnd 8
9/9-11 Millington, TN, Rnd 9
10/26-30 Final, Braselton, GA

*WERA Nat'l Endurance Series
3/26 Talladega, AL, Rnd 1
4/23 Braselton, GA, Rnd 2
5/7 Grattan, MI, Rnd 3
5/21 Summit Point, WV, Rnd 4
7/9 Mt. Meridan, IN, Rnd 5
7/23 Clermont, IN, Rnd 6
8/27 Portland, OR, Rnd 7
9/10 Millington, TN, Rnd 8
9/24 Shannonville, Ont, CAN, Rnd 9
10/28 Final, Braselton, GA
*Tentative

WERA National Vintage Series
3/19 Faulkville, GA, Rnd 1
4/2 Clermont, IN, Rnd 2
4/9 Summit Point, WV, Rnd 3
4/10 College Station, TX, Rnd 4
4/23 Mt. Meridan, IN, Rnd 5
4/30 Faulkville, GA, Rnd 6
5/1 Henderson, TX, Rnd 7
5/14 Talladega, AL, Rnd 8
6/4 Garrettsville, OH, Rnd 9
6/5 Hallett, OK, Rnd 10
6/18 E. St. Louis, IL, Rnd 11
6/18 Long Pond, PA, Rnd 12
6/25 Rockington, NC, Rnd 13
7/9 Garrettsville, OH, Rnd 14
7/17 Henderson, TX, Rnd 15
7/30 Summit Point, WV, Rnd 16
8/7 College Station, TX, Rnd 17
8/20 Talladega, AL, Rnd 18
8/27 S. Beloit, IL, Rnd 19
9/10 Grattan, MI, Rnd 20
10/1 Faulkville, GA, Rnd 21
10/8 Summit Point, WV, Rnd 22
10/27 Final, Braselton, GA

AHRMA Historic Cup Series
3/4 Roebling Road, GA
3/7 Daytona, FL
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
6/18-19 Blackhawk Farms, WI
7/2-3 Loudon, NH
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
9/17 Steamboat Springs, CO
Info 715/842-9699

BMW Classic Cup Series
3/7 Daytona, FL
5/21-22 Grattan, MI
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

AHRMA Sound of Singles/ Battle of Twins Series
3/4 Roebling Road, GA
3/7 Daytona, FL
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
Info 715/842-9699

*AHRMA/Vintage Iron National MX Series
3/5 Ocala, FL
3/19 *Thunder Mtn, TX
4/16 Muddy Creek, TN
4/24 Sandhill Ranch, CA
5/21 Grattan, MI
6/11 Unadilla, NY
6/26 Eugene, OR
7/2 Peoria, IL
7/23 Hurricane Hills, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

*AHRMA/Classic Bike Magazine Dirt Track Series
2/20 Devils Bowl, TX
3/6 Daytona, FL
7/3 TT Peoria, IL
7/8 *FT/TT Odessa, MI
8/11 Rapid City, SD
8/27 *Honda Hills, OH
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
3/9 Ocala, FL
4/23 Sandhill Ranch, CA
5/22 Grattan, MI
7/3 Peoria, IL
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
Info 715/842-9699

AHRMA Mid-Atlantic Trials Series
3/20 Union Bridge, MD
4/16 Warrensville, PA
5/14-15 Toronto, OH
6/5 Granogue, DE
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

*AHRMA Midwest MX Series
4/3 Casey, IL
5/21 Grattan, MI
6/4 Denmark, WI
7/2 Peoria, IL
8/7 *Casey, IL
8/27 Honda Hills, OH
9/18 Spring Crove, IL
10/8 Aztalan, WI
10/23 Casey, IL
Info 414/684-4331
* Tentative

*AHRMA NorCal MX Series
2/13 Sandhill Ranch, CA
3/20 Carnegie Park, CA
4/24 Sandhill Ranch, CA
5/15 *Dixon, CA
5/29 Laguna Seca, CA
7/31 Carson City, NV
8/14 Laguna Seca, CA
9/25 Fernley, CA
10/23 Hollister, CA
Info 408/663-4014

AHRMA Northeast MX Series
4/30 New Egypt, NJ
5/21 Modena, NY
6/11 New Berlin, NY
7/23 Clifford, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
9/5 Englishtown, NJ
9/25 Southwick, MA
Info 201/767-9054

AHRMA Rocky Mountain MX Series
3/27 Denver, CO
5/15 Casper, WY
6/12 Preston, ID
7/9-10 Denver, CO
9/16 Steamboat Springs, CO
10/TBA TBA, CO
Info: 715/842-9699

AHRMA SoCal MX Series
3/6 Palmdale, CA
10/9 Palmdale, CA
Info: 714/897-8265

NMA World Mini Grand Prix
4/8-10 Las Vegas, NV
Info 310/868-8112

NMA Grand National MX Finals
8/2-6 Ponca City, OK
Info 310/868-8112

SRAC State C'ship Series
3/6 Colorado Springs, CO
3/13 Pueblo, CO
3/20 Erie, CO
3/27 Aurora, CO
4/10 Colorado Springs, CO
4/17 Pueblo, CO
4/24 Cheyenne, WY
5/1 Colorado Springs, CO
5/8 Erie, CO
5/14 Greeley, CO
5/21 Grand Junction, CO
5/28 Erie, CO
6/4 Colorado Springs, CO
6/12 Erie, CO
6/19 Cheyenne, WY
6/26 Colorado Springs, CO
7/10 Aurora, CO
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

Nevada Rally
8/13-20 Las Vegas, NV
Info 619/562-1440

NESC C'ship Motocross Series
3/27 Middleboro, MA
4/3 Southwick, MA
4/10 Middleboro, MA
4/17 Middleboro, MA
4/24 Southwick, MA
5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/22 Southwick, MA
5/29 Lewiston, ME
5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central VIllage, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

***New England Trials Association Championship**
4/17 Chepachet, RI
4/24 Meriden, CT
5/1 Wrentham, MA
5/14 Ossipee, NH
5/15 Ossipee, NH
5/22 Exeter, RI
6/5 *Exeter, RI
6/12 Meriden, CT
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

V.D.T.R.A. Performance Nutrition Vintage Classics VII
2/5-6 ST Kearney, NE
3/4-5 ST Hope, AK
4/29-30 ST Tulsa, OK
5/28-29 ST/TT Denver, CO
6/11-12 ST Wichita, KS
6/25 HM Howard Lake, MN
7/9-10 TT/ST/HM Sturgis, SD
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

FTR C'ship Enduro Series
3/13 Ocala, FL
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR Championship Hare Scrambles Series
2/5-6 Ft. Myers, FL
3/5-6 TBA, FL
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series
3/6 Pelion, SC
3/13 Palatka, FL
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 205/872-4286

SETRA Championship Hare Scramble Series
2/6 Willington, SC
2/20 Holly Hill, SC
4/3 Piney Woods, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

Sabine Enduro Circuit
2/27 Oklahoma City, OK
3/6 Kirby, AR
3/14 Pitkin, LA
3/27 Forest Hill, LA
4/24 Nacogdoches, TX
5/15 New Waverly, TX
6/12 Saint Jo, TX
6/26 Stillwater, OK
8/7 Dry Prong, LA
8/21 Lake Nimrod, AR
9/11 New Waverly, TX
11/13 Muester, TX
Info 903/845-3553 or 504/928-2117

CRA Road Race C'ship Series
5/7-8 Brainerd, MN
6/18-19 Brainerd, MN
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

OMRRA Road Race Series
4/17 Portland, OR
5/15 Portland, OR
6/5 Portland, OR
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

Canadian Supercross Series
4/16 Toronto, Ontario
9/10 Montreal, Quebec
Info 416/363-9035

U.S.B.A. Road Race Series
4/30-5/1 Salt Lake City, UT
5/21-22 Salt Lake City, UT
6/11-12 Salt Lake City, UT
7/9-10 Salt Lake City, UT
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

Golden Crown of Baja Off Road Desert Series
2/4-6 Gran Carrera de San Felipe San Felipe, B.C., MEX
3/18-20 Gran Carrera de Sonora Sonora, MEX
4/29-5/1 Gran Carrera De Mexicali Mexican, B.C., MEX
6/17-19 Gran Carrera de Tecate Tecate, B.C., MEX
7/29-31 Gran Carrera de Ensenada Ensenada, B.C., MEX
9/23-25 Gran Carrera de Tijuana Tijuana, B.C., MEX
12/2-4 Gran Carrera de Campeones San Felipe, B.C., MEX
Info 818/340-5750

Gran Prix de Baja Series
2/18-19 Mexicali Gran Prix Mexicali, B.C., MEX
3/8-9 Tecate Gran Prix Tecate, B.C., MEX
4/20-21 Baja Malibu Gran Prix Rosarito Beach, B.C., MEX
8/26-27 Ensenada Gran Prix Ensenada, B.C., MEX
10-14/15 Sonora Gran Prix Sonora, MEX
11/18-19 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

LaPlaya MX GP Series
3/6 Rosarito, B.C., MEX
5/22 Rosarito, B.C., MEX
8/14 Rosarito, B.C., MEX
10/2 Rosarito, B.C., MEX
12/4 Rosarito, B.C., MEX
Info (001-52-661) 22525

Tucker Rocky Mx C'ship Series
5/1 New Egypt, NJ
6/5 Clifford, PA
6/12 New Berlin, NY
7/4 Englishtown, NJ
7/31 Walden, NY
Info 717/420-0251

CMRRA 50cc-125cc C'ship Road Race Series
2/6 Lake Perris, CA
3/6 Palomar, CA
4/3 Lake Perris, CA
5/14-15 Phoenix, AZ
6/5 Palomar, CA
7/2-3 Lake Perris, CA
8/13-14 Rosamond, CA
9/4 Reno, NV
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

MTEG Ultracross Series
2/26 San Diego, CA
2/12 Anaheim, CA
3/12 Seattle, WA
6/18 Salt Lake City, UT
6/25 Kansas City, MO
8/TBA Detroit, MI
10/TBA Las Vegas, NV
10/TBA Denver, CO
Info 714/254-3001

AMA Amateur Supercross Series
2/6 San Diego, CA
2/12 Tampa, FL
2/26 Atlanta, GA
3/20 Indianapolis, IN
3/26 Charlotte, NC
4/16 Minneapolis, MN
4/24 Dallas, TX
5/8 Seattle, WA
6/5 San Jose, CA
6/12 Las Vegas, NV

Bieffe USA CMA California Winter Series
2/6 Brentwood, CA
2/20 Hollister, CA
2/27 Sacramento, CA
3/6 Oakdale, CA
Info 209/673-8080

GFI California Winter Series
Northern Series
2/6 Turlock, CA
2/20 Marysville, CA
Southern Series
2/13 Perris, CA
2/20 Carlsbad, CA
North-South Showdown
3/6 Perris, CA
Info 909/371-3434

FMF/CMC Golden State Nat'ls
Northern Series
2/13 Marysville, CA
Southern Series
2/13 Palmdale, CA
Pac-Northwest Series
2/20 Salem, OR
Final Showdown
2/26 Adelanto, CA
2/27 Adelanto, CA
Info 619/246-7262

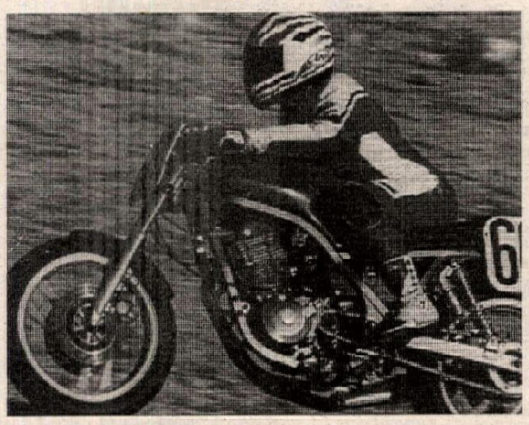
AFM Road Race Series
4/3 Sonoma, CA
5/29 Sonoma, CA
6/19 Sonoma, CA
7/10 Sonoma, CA
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

WSMC Road Race Series
2/19-20 Rosamond, CA
3/19-20 Rosamond, CA
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
2/6 Rosamond, CA
2/20 Rosamond, CA
3/5 Rosamond, CA
3/19 Rosamond, CA
4/2 Rosamond, CA
4/6 Rosamond, CA
4/29 Rosamond, CA
5/16 Rosamond, CA
5/21-22 Rosamond, CA
6/4 Rosamond, CA
6/18 Rosamond, CA
7/9 Rosamond, CA
7/23 Rosamond, CA
8/6 Rosamond, CA

BMW + AHRMA Equals Daytona Bike Week Excitement

Sound of Singles & Battle of Twins



March 7—Daytona Speedway

Welcome back the twins, say hello to the singles. AHRMA SOS/BOT racing is the hottest ticket going. And don't miss your favorite heroes of the past in the BMW Battle of the Legends and hundreds of pristine vintage racers.

AMA

AHRMA, Box 882, Wausau, WI 54402 (715) 842-9699

1994 GLEN HELEN CONTINGENCY MOTOCROSS SERIES

PRIZES BY:

FINAL ROUND - February 5
SATURDAY RACING!!!

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Riding over your head?
You're out of your mind!

GFI RACING (909) 371-3434

Sun., Feb. 6	GFI Amateur Supercross	Perris
Sun., Feb. 6	GFI Winter Series North - Rnd. 3	Oatfield
Sun., Feb. 13	GFI Winter Series South - Rnd 4	Perris
Sun., Feb. 20	GFI Winter Series South - Rnd 5	Carlsbad
Sun., Feb. 20	GFI Winter Series North - Rnd. 4	Hanford

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USED STREET BIKES
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Discount Suzuki • Kawasaki Parts
25 year dealer has large inventory N.O.S. parts Tanks, Seats, Parts Big and Small. Call us for hard to find older parts - Discounts up to 50%
Portland Motorcycle 1-503-255-5787

County of Santa Clara, CA
MOTORCYCLE PARK
- 600 acres containing over 20 miles of beginner to advanced trails.
- Watered and groomed motocross and ATV tracks.
- Novice/beginner motocross and oval tracks.
- Two combined motorcycle and ATV tracks.
- Paved parking and shaded picnic sites.
- Park visitor center with exhibits and replacement parts sales.

For more information call: (408) 972-0810

PROMOTER/OPERATOR
needed to run brand new MX facility
AMA sanction available
Atco, NJ
(609) 768-2167

SRA GP California Schedule

Members	Non Members
February 27 Glen Helen	
March 27 Sunrise Cycle Park	

Info (714) 957-2985

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

Old Timers MX Assn Nat'ls

4/2-3 TBA, CA
4/16-17 Boise, ID
4/30-5/1 Marysville, CA
4/28-29 TBA, WA
6/4-5 Edmonton, AL., Can.
6/18-19 Mammoth Lakes, CA
7/2-3 Duncan, B.C., Can.
7/16-17 TBA, WY
7/30-31 TBA, OR
9/3-4 Fernley, NV
Info 714/633-9503

Central Arizona Trials Series

2/6 Phoenix, AZ
2/20 Phoenix, AZ
3/13 Phoenix, AZ
3/27 Phoenix, AZ
4/24 Phoenix, AZ
5/15 Prescott, AZ
5/29 Flagstaff, AZ
Info 602/938-6607

MRA Road Race Series

5/1 Logmont, CO
5/15 Commerce City, CO
6/5 Pueblo, CO
6/19 Longmont, CO
7/10 Pueblo, CO
7/31 Longmont, CO
8/14 Longmont, CO
8/28 Commerce City, CO
9/18 Steamboat Springs, CO
10/2 Commerce City, CO
Info 303/530-5678

FEBRUARY

S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

• Denotes Pro Payback

Feb 4-5

NORTH CAROLINA SHORT TRACK
MotorSports of America, Cumberland County Civic Center, Fayetteville. Info: 800/544-8714.

Feb 4-6

NEBRASKA ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Pershing Auditorium, Lincoln. Info: 817/834-2298.

Feb 5-6

ALASKA ICE RACE
• Aurora Racing Inc., Klondike Inn, Big Lake, Wasilla. Info: 907/376-7905.
CALIFORNIA GRAND PRIX
Desert Vipers, AMA D-37, Adelanto. Info: 714/779-5313.
FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Ft. Myers. Info: 407/264-0559.
NEBRASKA SHORT TRACK
Motor Sports of America, Buffalo County Expo Center, Kearney. Info: 800/544-8714.
NEBRASKA SHORT TRACK
VDTRA/Motorsports America, Buffalo County Expo Center, Kearney. Info: 918/445-0671.

Sat, Feb 5

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Sorel, Quebec. Info: 514/654-8193, (514) 657-2086.
FLORIDA GRAND PRIX
West Florida MX Park, Milton. Info: 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

Sun, Feb 6

ALABAMA SUPERCROSS
Ironman MX Park, Warrior. Info: 205/663-0963.
ARIZONA MOTOCROSS
• CMC Arizona, Canyon Raceway, Phoenix. Info: 602/863-1028.
CALIFORNIA SUPERCROSS
AMA Amateur Supercross Series/Mickey Thompson Entertainment Group, Jack Murphy Stadium, San Diego. Info: 714/254-3001.
CALIFORNIA MOTOCROSS
Old Timers/CRC, Sunrise Cycle Park, Adelanto. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
CMA, Bieffe, USA, California Motocross Assoc, California Winter Series, Sandhill Ranch, Brentwood. Info: 209/673-8080.
CALIFORNIA SUPERCROSS
GFI, Amatuer supercross, Perris. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
GFI Winter Series North, Rnd. 3, Turlock. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
CRC, Sunrise Cycle Park, Adelanto. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
Tulare MX, Tulare Raceway, Tulare. Info: 209/685-0503.
CALIFORNIA ROAD RACE
CMRRA, Winter Series, Rnd. 1, 50cc-80cc GP M/C Road Race, Lake Perris Raceway, Perris. Info: 909/674-2007.
CALIFORNIA FLAT TRACK
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Grand-Mere, Quebec. Info: 514/654-8193, 514/657-2086.
FLORIDA MOTOCROSS
South Florida MX Championship Series, CM-MX, Clewiston. Info: 407/368-5882.
ILLINOIS SWAP MEET
J&P Promotions, 13th Annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.
KANSAS MOTOCROSS
• K.O.R.R., Silver City MX Park, Sterling. Info: 316/636-5113.
MARYLAND MOTOCROSS/HARE SCRAMBLES
• AMA District 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MASSACHUSETTS SWAP MEET
J&P Promotions, Parts Extravaganza and Bike Show, Bayside Expo Center, Boston. Info: 319/462-6011.
MASSACHUSETTS ICE RACE
• GJM Hamilton Rod and Gun Club, Sturbridge. Info: 508/943-9197.
MICHIGAN SWAP MEET
Motorcycle Swap Meet, Lansing Center, Lansing. Info: 616/ 941-0815.
MINNESOTA ICE RACE
D.T.R.A., Centerville Lake, Centerville. Info: 612/ 560-7818.
NEW YORK SCRAMBLES
Square Deal Riders M.C., mud & snow scrambles, S.D.R. Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
NEW YORK ICE RACE
• Empire State Riders Association/Saranac Lake Winter Carnival, Saranac Lake. Info: 518-5363.
NEW YORK ICE RACE
•AMA, Dist. 34/Tri-State Motorcycle Club, Krieger Park (Silver Lake), Woodridge. Info: 914/564-4814.
NORTH CAROLINA MOTOCROSS
• N.A.M.E., Carolina Winter Series, Montrose Motocross, Raeford. Info: 919/875-3805.
OHIO HARE SCRAMBLE
Sunset Ramblers M/C, Galion. Info: 419/562-6931 or (419) 683-3102.
OREGON MOTOCROSS
Motocross Northwest, Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.
SOUTH CAROLINA HARE SCRAMBLE
SE&TRA Long Cane Hare Scramble, Willington. Info: 803/223-4093 or 459-2413.
SOUTH CAROLINA MOTOCROSS
• Chris Boyd-Low Country MX, Purrysburg Rd., Hardeeville. Info: 803/757-4226.
TENNESSEE HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Centerville. Info: 615/331-1475.
TENNESSEE MOTOCROSS
KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.
TEXAS SWAP MEET
Expo, Show, Swap Meet, Waco Convention Center, Waco. Info: 214/ 216-5520.
WASHINGTON ARENACROSS
CMC/Webb Hill Raceways, Northwest Arenacross Nationals, B.C. Place Stadium, Vancouver. Info: 206/854-0769.

Feb 11-13

INDIANA ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Market Square Arena, Indianapolis. Info: 817/834-2298.
LOUISIANA INDOOR MOTOCROSS
U.S. Hot Rod Association, "Cycle Wars", Monroe Civic Center, Monroe. Info: 708/963-4810.
MISSOURI SHORT TRACK
Motorsports of America, Boone County Fairgrounds, Columbia. Info: 800/544-8714.

Sat, Feb 12

CALIFORNIA MOTOCROSS
Old Timers/CRC, Carlsbad Raceway, Carlsbad. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA OFF-ROAD
• Mickey Thompson Off-Road/Ultracross Championship Series, Anaheim Stadium, Anaheim. Info: 714/254-3001.
CALIFORNIA MOTOCROSS
CMC, Golden State Nationals, Rnd. #3-No., Sacramento Raceway, Sacramento. Info: 916/363-2653.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

Feb 12-13

CALIFORNIA SCRAMBLES
4-Ace's M/C, Dist. 37, Teagle Wash/Red Mountain, Ridgecrest. Info: 818/348-5286.
TEXAS TRIALS
Central Texas Trials Association, Texas Championship State Series, Rnds 1 & 2, City Park (Emma Long Park), Austin. Info: 512/345-4050.

Sun, Feb 13

ALABAMA SUPERCROSS
Ironman MX Park, Warrior. Info: 205/663-0963.
CALIFORNIA MOTOCROSS
CMC, Golden State Nationals Rnd. #4-So, L.A. Co. Raceway, Palmdale. Info: 619/246-7262.
CALIFORNIA MOTOCROSS
CMC, Golden State Nationals Rd. #4-No, Marysville. Info: 916/695-2727.
CALIFORNIA GRAND PRIX
• Abnormal Promotions, "Hang In There" Marathon, Stockton Fairgrounds, Stockton. Info: 209/838-3200.
CALIFORNIA SWAP MEET
The Grand Ol' Motorcycle Show and Swap Meet, Devonshire Downs Calif. State Univ., Northridge. Info: 818/361-0205.
CALIFORNIA MOTOCROSS
CRC, CMC event, CRC membership honored, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
GFI Winter Series South, Rnd. 4, Perris. Info: 909/ 371-3434.
CALIFORNIA MOTOCROSS
Motowest Racing, Hollister Hills G.P. track, Hollister. Info: 408/238-8208 or 637-2073.
CALIFORNIA VINTAGE
North Cal. Series, Sandhill Ranch, Brentwood. Info: 209/524-7013.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Repentigny, Quebec. Info: 514/654-8193, (514) 657-2086.
COLORADO STREET RALLY
World's Highest, Coldest Motorcycle Event, Elephant Ride, Grant. Info: 303/936-2317.
DELAWARE MOTOCROSS
AMA Dist. #7/ Delaware Motorsports Inc, Delaware Motor Sport Park, Seaford. Info: 302/335-4386.
GEORGIA MOTOCROSS
• Mocassin Creek MX, Screven. Info: 912/427-7595 or 579-6426.
MASSACHUSETTS ICE RACE
• GJM Hamilton Rod and Gun Club, Sturbridge. Info: 508/943-9197.
MISSOURI HARE SCRAMBLES
Forsyth Ranch/Lebanon Kaw and Suz, Long Lane. Info: 417/345-5621.
NEW YORK ICE RACE
•AMA, Dist. 34/Tri-State Motorcycle Club, Krieger Park (Silver Lake), Woodridge. Info: 914/564-4814.
NORTH CAROLINA MOTOCROSS
• AMA/Elizabeth City Motorcycle Club, Elizabeth City Motocross Track, Elizabeth City. Info: 800/814-9204.
TEXAS HARE SCRAMBLE
• AMA, Texas Championship Hare Scramble Series, Texas Scramblers Association, Powell Ranch, High Grove. Info: 713/666-6483.
TEXAS MOTOCROSS
Oso Creek Motocross Club, Corpus Christi. Info: 512/852-7368.
VIRGINIA MOTOCROSS
•AMA, Competition Park, Virginia Beach. Info: 804/548-1052.
WISCONSIN SWAP MEET
J&P Promotions, Parts Extravaganza and Bike Show. Mecca Convention Center Arena, Milwaukee. Info: 319/462-6011.
WISCONSIN SWAP MEET
Downtown Civic Center, Eau Claire. Info: 715/834-8389.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920

Sat, Feb 19

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CANADA ICE RACE
CMA, Canada Cup Transcycle/ Produmax Ice Racing Series, Valcourt, Quebec. Info: 514/654-8193, (514) 657-2086.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-2884 or 623-6038.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
OHIO ICE RACE
AMA/Action Sports Promotions, Inc., AMA National Indoor Ice Race, Ohio State Fairgrounds Coliseum, Columbus. Info: 614/594-MOTO.
OREGON VINTAGE SCRAMBLES
Vintage Dirt Racing Northwest. Washington MX track, Woodland. Info: 503/254-6520.
OREGON FLAT TRACK/TT
Craig Farnsworth's Indoor Races, Salem Fairgrounds, Salem. Info: 503/777-2929.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

Feb 18-20

OHIO ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Riverfront Coliseum, Cincinnati. Info: 817/834-2298.
PENNSYLVANIA MOTORAMA
Trail-way Speedway Arena races and speed show, Harrisburg. Info: 717/359-4310.

Feb 19-20

ARIZONA DUAL SPORT
AMA Dist. #37/Tour 'N Trail Promotions, Wild West 200, Bullhead City. Info: 818/249-2141.
CALIFORNIA ROAD RACE
Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.
FLORIDA ROAD RACE
• AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
OREGON ARENACROSS
Curry County Fairgrounds, Gold Beach. Info: 503/247-4541.

Sun, Feb 20

ALABAMA SUPERCROSS
Ironman MX Park, Warrior. Info: 205/663-0963.
ALASKA ICE RACE
• Aurora Racing Inc., Klondike Inn, Big Lake, Wasilla. Info: 907/376-7905.
ARIZONA MOTOCROSS
• CMC Arizona, Canyon Raceway, Phoenix. Info: 602/863-1028.
ARKANSAS HARE SCRAMBLES
Arkanasas Hare Scrambles Series, Bee Branch. Info: 501/362-4230.
CALIFORNIA MOTOCROSS
CMA, Bieffe, USA, California Motocross Assoc, California Winter Series, Hollister Hills, Hollister. Info: 209/673-8080.
CALIFORNIA MOTOCROSS
Old Timers/CRC, Glen Helen Raceway, San Bernardino. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA MOTOCROSS
GFI Winter Series South, Rnd. 5, Carlsbad. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
GFI Winter Series North, Rnd. 4, Hanford. Info: 909/371-3434.
CALIFORNIA MOTOCROSS
CRC, Glen Helen OHV Park, San Bernardino. Info: 805/272-8889.
CALIFORNIA FLAT TRACK
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Chambly, Quebec. Info: 514/654-8193, (514) 657-2086.
DELAWARE MOTOCROSS
AMA Dist. #7/Delaware Motor Sports Inc., Delaware Motor Sport Park, Seaford. Info: 302/335-4386.
FLORIDA MOTOCROSS
South Florida MX Championship Series, Orlando Mx Park, Bithlo. Info: 407/568-2271.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info: 912/788-8227, 956-5420.
KANSAS HARE SCRAMBLES
• K.O.R.R., Green Acres MX Park, Marion. Info: 316/636-5113.
MINNESOTA ICE RACE
DTRA, Martins Resort, Rush Lake, Rush City. Info: 612/560-7818.
NEW YORK SCRAMBLES
Square Deal Riders M.C., SDR Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
NEW YORK ICE RACE
•AMA, Dist. 34/Tri-State Motorcycle Club, Krieger Park (Silver Lake), Woodridge. Info: 914/564-4814.
NORTH CAROLINA MOTOCROSS
• NAME, Carolina Winter Series, Montrose Motocross, Raeford. Info: 919/875-3805.
OREGON MOTOCROSS
CMC, Golden State Nat'l Rnd. #2, Salem Arenacross, Salem. Info: 503/928-4474.
OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.
SOUTH CAROLINA HARE SCRAMBLE
SE&TRA Which Way Hare Scramble, Holly Hill. Info: 803/863-1940.
SOUTH CAROLINA MOTOCROSS
• Chris Boyd-Low Country MX, Purrysburg Rd., Hardeeville. Info: 803/757-4226.
TENNESSEE HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Hohenwald. Info: 615/331-1475.
TEXAS FLAT TRACK/SWAP MEET
14th Annual AMA Half Mile Flat track and swap meet, Devils Bowl Speedway, Dallas. Info: 214/216-5520.
TEXAS MOTOCROSS
Oso Creek Motocross Club, Corpus Christi. Info: 512/852-7368.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

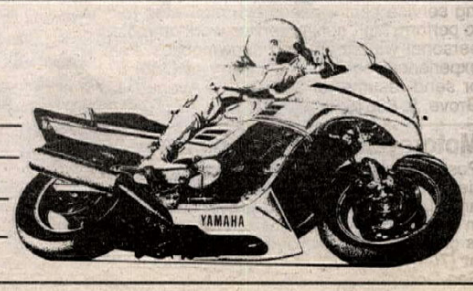
Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____



WANT ADS

HELP WANTED

R&D Technician
Entry level position available to develop new products for the motorcycle, ATV, watercraft, and snowmobile industries. Mechanical background needed with welding and fabricating skills. Mail resume to: 1230 LaLoma Circle, Anaheim, CA 92806. (201-TFN)

Parts Person
Yamaha Pacesetter dealership has an immediate opening for an experienced parts counter person. Contact Allen (510) 798-2580. CA. (204-05)

Work in Boulder, Colorado
Business is great! People needed: new unit set-up, mechanics, parts counter and office (title clerk, bookkeeper). Top pay and benefits. Honda, Kawasaki, Suzuki and Polaris. Cycles of Boulder. (303) 442-4772. CO. (304-05)

Technicians Wanted
Newest most modern dealership in the country. Located in south central Texas. Authorized dealer for Honda, Suzuki, Kawasaki, Yamaha, Polaris and Tigershark. Technicians needed for motorcycle, atv, watercraft. We offer competitive pay scale, benefits, vacations. Large modern service dept. with year round business. Ask for Tom ext. 140 or fax resume to (210) 696-2466, (210) 696-2000. TX. (202-05)

Super Salesmanager
Live in the sunny south! Large multi-line motorcycle and watercraft dealer located near east coast beaches. Must be trained to manage multiple salespeople. Good working and living conditions. Good benefits. Rookies need not apply. Send resume to Britts Motorsports, 6789 Market Street, Wilmington, NC 28405. NC. (303-06)

MECHANIC/PARTS PERSON. H-D BMW McCoy. US 41, Green Bay, Wisconsin 54303. (414) 494-5256. WI. (246-TFN)

Parts Manager & M/C Techs.
Chicago land area, multi-line motorcycle dealership seeking highly motivated parts manager/experienced motorcycle techs. Send replies to: P.O. Box 3003, Suite 118, Naperville, IL 60566. IL. (204-05)

SERIVCE TECH WANTED, experience needed. Honda, Yamaha m/c, atv, pwc. Top pay for right person, located in sunny south . Call Rick between 9am to 6pm EST. (912) 927-7070. GA. (104-06)

Wanted: High Performance People
Sales, service and parts, "watercraft experience useful." Ask for Shaun (909) 988-8988. CA. (204-05)

Corona Honda Motorcycles
Opening soon in Corona, California! Positions open for experienced sales persons, parts manager, service manager, experienced mechanics. Fax your resume (714) 707-5595 or call (714) 707-5490, ask for Guss. CA. (304-07)

Yamaha Mechanic-South Florida
Riva Yamaha in Fort Lauderdale, Florida area needs experienced Yamaha motorcycle mechanic. Must know Yamaha motorcycles inside and out. Excellent pay and full benefits. Call Robin. (305) 785-4820. FL. (304-07)

Large Aggressive Metro Dealership
Needs experienced sales manager. Watercraft and snowmobile knowledge helpful. 30k plus income. Position available now. Come live and work in the beautiful Rocky Mountain front range. Send resume to: Denver Yamaha Suzuki, 8860 N.Federal Boulevard, Federal Heights, Colorado 80221. CO. (304-05)

Sales Representative
Career opportunity with '93 Distributor of the Year - "Parts Unlimited". Positions available: Texas and New Mexico. Qualifications: A great attitude and field sales experience. Products: Parts and accessories for motorcycle, snowmobile and personal watercraft. Benefits: Health insurance, dental, 401K, etc., for long term career employees. Compensation: Competitive. Send resume to: LeMan's Corporation, Attn: Gary "Jet" Johnson, V.P. Sales & Marketing, P.O. Box 5222, Janesville, WI 53547-5222, Fax # (608) 758-1144. WI. (204-05)

EXPERIENCED SERVICE MANAGER Milwaukee's finest Honda/Suzuki dealership. Modern, new facility, 6 bays. Excellent pay and benefits. Call Phil (414) 764-2800. WI. (303-09/EOI)

Service Mgr-Northwest
Computerized, hi-volume multi-line mc/pwc dealership. Must be experience, self motivated, people oriented. Great opportunity at a dynamic dealership. Division M, P.O. Box 498, Long Beach, CA 90801-0498. OR. (203-05/EOI)

Experienced Technicians Wanted
Downers Grove Yamaha-DGY Racing: Illinois leading service center needs two motivated mechanics to perform high quality service work on motorcycles, personal watercraft, and snowmobiles. Five years experience required.. Call Harry at (708) 971-2602 or send resume to: 330 Ogden Avenue, Downers Grove, IL 60515. IL (205-07)

Motorcycle/PWC Technician
Position requires 2 years minimum dealership experience, top pay plus vacations, uniforms, medical and dental insurance and profit sharing. Come live in the beautiful mountains of N.C. where the riding is great and the cost of living is low. Call Mr. Rudd at (704) 253-5648. MR Honda Kawasaki Yamaha Sea-Doo. NC. (205-06)

Accessory Manager
Responsible for merchandising, display and new product sales. Must have at least 3 years dealership experience. Up to $2,000 per month earning potential. Medical, dental, holidays, vacations and profit sharing. Live in the great Smokey mountains. Year round motorcycle riding and low cost of living. Call Mike Maki (704) 253-5648. MR Honda, Kawasaki, Yamaha, Sea-Doo. Asheville, NC. NC. (205-06)

Sales-Parts-Technician
San Bernardino Sportcenter, large volume Honda, Suzuki, Kawasaki, Sea-Doo dealer has openings for sales persons, parts counter persons, mechanic and set-up person. Experience only. Apply in person. 180 E.Baseline, San Bernardino. (909) 888-7755. CA. (205-06)

Experienced Technician
Midwest districts largest Honda dealer. Full-service facility, motorcycle, watercraft, power equipment, year-round employment, solid position. 3 years minimum experience. Call (319) 524-2604, ask for Ken Foster, Service manager. IA. (305-08)

Northern California
Riverfront Kawasaki Suzuki has openings for a service manager/mechanic and a parts manager trainee. Send resumes to 437 Palora Avenue, Yuba City, CA 95991 or call (916) 673-3744. CA. (305-07)

Service Tech. Wanted
Motorcycle, snowmobile, watercraft and ATVs. Full time, year round. Benefits include medical and vacation. Yamaha and Kawasaki experience helpful. Will train right person, 24k if qualified. Send resume to: 301 West Lakeway, Gillette, Wyoming 82718 or call Jerry Cites at (307) 682-4060. WY. (305-08)

Parts Person
White Brothers is seeking a parts person for their expanding Suspension Dept. Ideal candidate will have a basic knowledge of suspension components and dealership parts department experience, typing and computer knowledge an asset. Great company benefits. Please send your resume to: White Brothers, attn: Jim Lewis, 24845 Corbit Place, Yorba Linda, CA 92687 or fax (714) 692-3409. No phone calls please. CA. (205-06)

Experienced Honda Technician
Opening for technician with minimum five years dealership experience at Nevada's largest Honda dealer. Top pay plus benefits. Great local economy. Send resume to: Honda of Las Vegas, 4305 Boulder Hwy., Las Vegas, Nevada 89121. NV. (205)

Help Wanted
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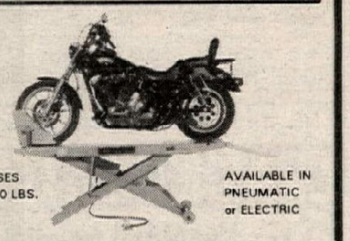

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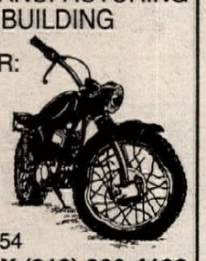

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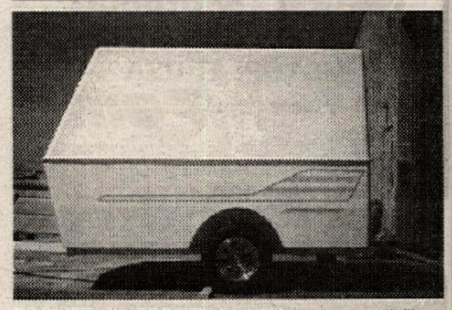

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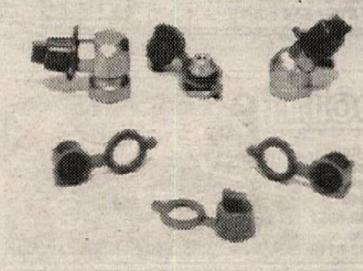

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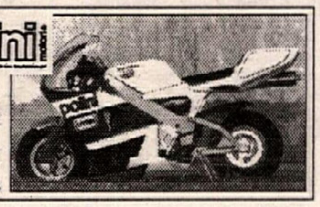

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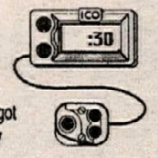

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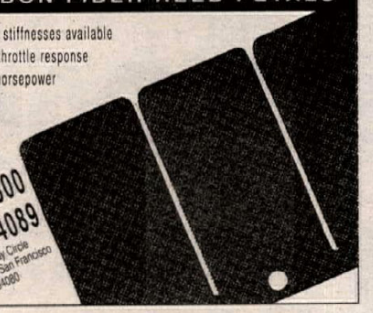

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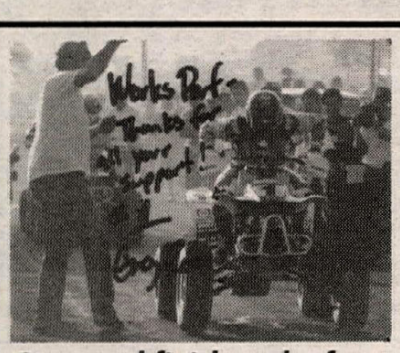

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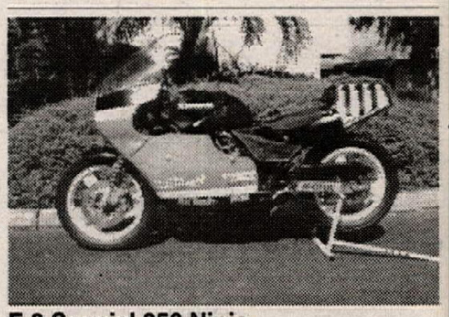

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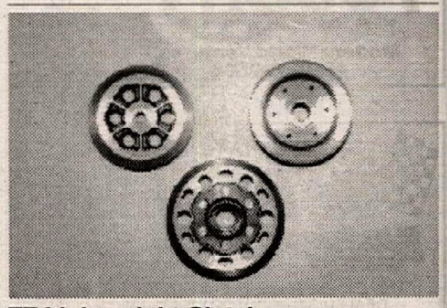

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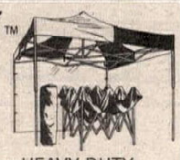

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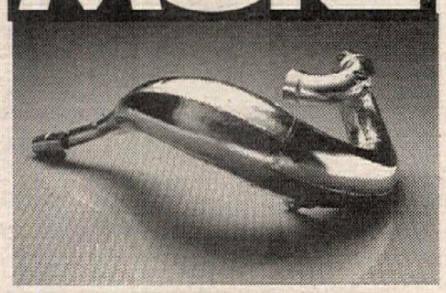

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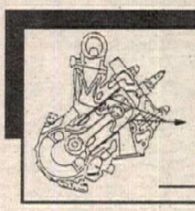

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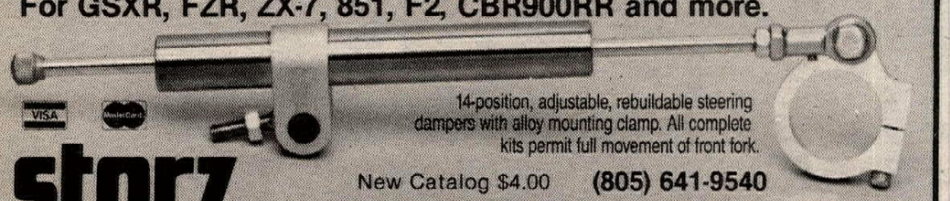

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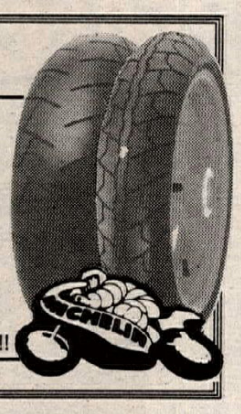

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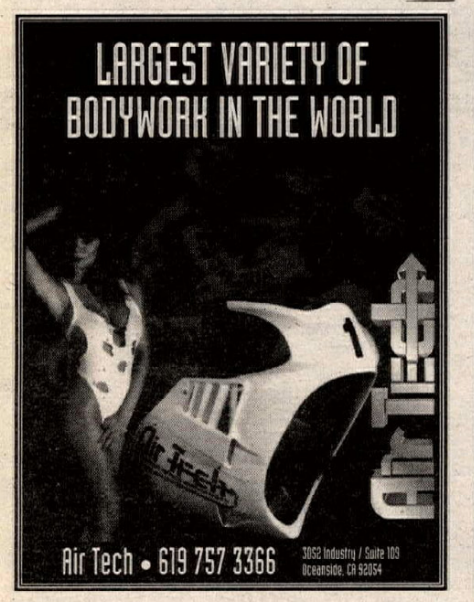

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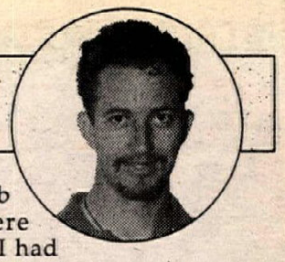
FINAL MOTO

By Chris Jonnum



I am a Penguin. Actually, that's not true. I was formerly a Penguin. Presently, I am but a mere JASPER. Perhaps an explanation is in order...

When I graduated from high school in 1986, I was forced to deal with a tough decision, one that faces many young motorcycle enthusiasts every June. Should I pack my bags and shuffle off to college, or stay home and continue racing dirt bikes? Unfortunately, the money and time each option demanded ruled out the idea of doing both, at least with any degree of success. True to my nature, I procrastinated, attending junior college for a year and a half while continuing to work part-time and race. Finally, however, the time came to make a choice, and faced with the harsh reality that I was not the next Terry Cunningham (and never would be), I decided to put racing on hold and hit the books. The only thing left was choosing a college (assuming one would accept me; racing hadn't exactly done wonders for my GPA).

Fortunately, my dad chose that moment to offer his assistance: "What about Cal Poly?" he suggested. "They've got a great campus in San Luis Obispo, right next to the ocean. And it's not very expensive!"

"Yeah, but their basketball team sucks," I countered. I suspected that his final point was probably the primary motive behind his enthusiasm. If I couldn't race motorcycles, I at least wanted to watch some good hoop.

"They have a motorcycle club on campus."

"When do classes start?"

As far as I know, the Cal Poly Penguins are the only motorcycle club made up entirely of students, and together they do all of the work involved in putting on the Hi Mountain Enduro in the Pozo riding area. (At least they used to; our beloved U.S. Forest Service brought the 40-year-old event to a screeching halt in 1991. The club now puts on a dual sport ride in the same area). The only outside assistance comes from a couple of club advisors (teachers who ride) and - on the day of the event only - JASPERs (Just Another Stupid Penguin Enduro Rider - the moniker given Penguins who make the transition from college into the real world). The Penguins got their title back in the early days of the club, when members wore black leather jackets and white T-shirts.

Actually, I had heard of the Penguins before my dad spoke up, and had even ridden their enduro; I just figured they were a normal motorcycle club that was nice enough to run the event as a charity for the school. When I heard different, I sent in my application, and even stopped to visit the campus on my way up to the Quicksilver National Enduro. I also stopped by the local bike shop, SLO City Cycles. They put me in touch with a couple of Penguins, who immediately hit me with a well-rehearsed sales pitch (they were Business majors).

"What other college has an on-campus garage where you can store your bike?" (Sure, but the *shack* has no lights, or even electricity for that matter. Later, when I broke the tranny on my YZ250, I yanked the motor and toted it up to my dorm room, where to the dismay of my non-riding roommate, I spread the parts out on plastic trash bags and replaced the broken cog).

"What other college lets you race your motorcycle on campus?" (The club periodically coerces the tractor class - yes, they actually teach you how to drive tractors in college - into building a motocross track, complete with doubles and triples. It still amazes me that they're able to get away with this in the sue-happy Golden State).

"What other college lets you ride your MX bike on the campus streets?" (Every spring, the Penguins weasel their way into the Poly Royal parade. Inevitably, the distance quickly grows between the parade entries that precede and follow the Penguins, as club members ride back and forth on the rear wheel, gaining higher and higher speeds. When security finally forces them to slow down, they start doing nose-wheelies, about half of which end with scratched-up rider and bike sprawled on the asphalt).

I bought the pitch - hook, line and sinker - and upon receiving my letter of acceptance (fortunately, Cal Poly's English program isn't as difficult to get into as their stellar engineering and agricultural schools), I headed off to campus. I barely paid attention to my first few classes, eagerly awaiting the first club meeting. From the pitch of the two "salesmen," I assumed that the club would be huge, and more importantly - professional. "Heck, they've even put on a few Nationals," I thought.

Imagine my surprise when the big day arrived, and the president called the meeting to order with no more than seven members present. And the first order of business was not handing out brand-new sets of official club riding gear, but the ceremonial "presenting of the bell." In this sacred ritual, club members tattle on each other about who had the funniest crash on the last ride. Those nominated must come up with a credible defense ("I wasn't swapping on that downhill - just using my legs to wipe the dust off my bike.") The club finally votes, and the "winner" must wear the cowbell on the next outing - to warn innocent riders of his or her approach.

The club members were amazed that I had actually ridden an enduro before, and were ecstatic to hear that I had been a member of a "real" club - the Checkpoints M.C.. Most new members have to be taught by the "veterans," and in the Penguins, you're a vet if you've been a member for over a year. (No one is a member for over four years, unless they fall behind in their classes; enduro stewards often take five or six years to graduate).

At my first Hi Mountain Enduro, my education as a Penguin continued. In the Checkpoints, the night before our enduro had been spent rehearsing check assignments, and getting plenty of rest for the big event. The Penguins, on the other hand, designate a driver to the Pozo Saloon, where they party into the wee hours. Afterwards, JASPERs challenge Penguins to drunken wrestling matches in the dirt, the winner being the one who can remove his opponent's shoes and toss them into the darkness.

As you might expect, the grapplers are not typically in the best of form the next morning, and race day is usually a matter of choosing which problem (from a long list of options) requires the most urgent attention. One year, near the end of the enduro, a minute-one rider passed a club member who was frantically marking the course.

While the Penguins may not be the perfect model of an enduro club, they taught me a lot (not all good). And while the two "salesmen" may have exaggerated a bit, they helped finalize my decision to attend college, a choice I'm still happy I made. After all, my education helped land me a job as a *Cycle News* editor, and isn't that the next-best thing to being National Enduro Champion? CN

IN THE WIND

Continued from page 3

AUTOGRAPH SIGNING: At Wagoner Cycle Works in Atlanta, Georgia, on February 25 from 6:00-8:00 p.m. Team Suzuki's Phil Lawrence, Jimmy Button, Brian Swink and Damon Huffman are schedule to appear.

BORN: Cameron Robert Roos, to former road racer Cam Roos and his wife Suzanne, on January 5 in Roswell, Georgia. Roos is a former 13-time AMA/CCS and WERA National Champion and is currently the assistant parts manager at Roswell Fun Machines in Roswell.

APPOINTED: P.C. Racing in Wrightwood, California, as the exclusive agent for Dutch-built Bakker racing frames. For more information contact P.C. Racing at 619/249-5572.

MOVED: Xtreme, to 2590 Jason Court, Oceanside, CA 92056. The new phone numbers are as follows: 619/630-6370 and 619/630-3431 (fax).

AUTOGRAPH SIGNING: At Escondido Cycle Center in Escondido, California, on February 4 from 5:00-7:00 p.m. Team Suzuki, Team Kawasaki and Team Spitfire/Pro-Circuit/Hot-Wheels are scheduled to appear. For more information call 619/745-1615.

FORMED: The Arizona Classic Motocross Association by Ted Mink. For more information on the vintage motorcycle association, contact Mink at 602/437-5767.

APPOINTED: MotoTech International, as the North American representative for Shinko Tire USA Motorcycle Tire Division.

AUTOGRAPH SIGNING: At Cycle Springs in Palm Harbor, Florida, February 11. Team Yamaha motocrossers Jeff Emig and Mike Craig are scheduled to appear from 5:00 p.m. to 7:00 p.m.. For more information call 813/934-4692. CN

LOOKING BACK...

25 YEARS AGO FEBRUARY 18, 1969...

Two Novice dirt trackers running off track and heading into the lake at Ascot Park were featured on the cover of Issue #5 of *Cycle News* in 1969. The Expert main event was won by **Skip Van Leeuwen** on a Triumph. Van Leeuwen beat **Dusty Coppage** and **Paul Bostrum**. In the Amateur main event, **Keith Mashburn** topped **Don Castro** and **Don Dudek**...The **Los Angeles Police Department** ordered 10 Moto-Guzzi V-twins after the motorcycles proved suitable for police work in a series of tests...Speedway ace **Rick Woods** won the A main event at the Pacoima, California, speedway races. Woods was beaten by young **Steve Bast** in the trophy dash...An edititorial with the headline "Is AMA Good For Motorcycling" was featured. The author? **Ed Youngblood**...A four-bedroom house in Randsburg, California, was selling in the Want Ads section - for $1600...

15 YEARS AGO FEBRUARY 14, 1979...

The AMA Winston Pro Series opener in the Houston Astrodome was the cover story for Issue #5 in 1979. Honda-mounted **Mickey Fay** won the TT, beating **John Gennai** and **Randy Goss**. The short track, held the following day, was won by **Ted Boody**. Second place went to **Steve Eklund** with Goss finishing third to lead the championship after the first two rounds...A Bel-Ray oil ad featured MXer **Jimmy Weinert** and his tuner **Roy Turner**...**Kenny Roberts** didn't race in the Houston TT after promoters failed to pay his request for $10,000 in appearance money. Roberts, however, lent his Yamaha's frame to **Skip Aksland** and Aksland finished fifth in the National...**Tony DiStefano** won the 250cc Pro class at the Saturday Saddleback MX in southern California...A 1977 Rickman Honda 750cc was selling in the Want Ads section for $3100...

5 YEARS AGO FEBRUARY 8, 1989...

Nearly 70,000 fans watched **Rick Johnson** win the opening round of the AMA Camel Supercross Series in Anaheim, California. Johnson beat **Jeff Stanton** and **Guy Cooper**. We test rode the Cagiva V588 Grand Prix bike ridden during the 1988 season by **Randy Mamola**. Mamola had given Cagiva its first rostrum finish in the wet Belgian GP at Spa-Francorchamps...GP correspondent **Michael Scott** wrote an article about fuel-injection, calling it "The Next GP Revolution."...**Scott Brown**, **Michael Craig** and **Mike Fisher** sewed up championships in the CMC Golden State Nationals in Carlsbad, California...**Mike LaRocco** and **Fred Andrews** wrapped up Florida Winter AMA titles in Cocoa, Florida...**Chuck Miller** won the opening round of the National Hare & Hound Series, beating **Larry Roeseler** and **Ted Hunnicutt**...**Dan Ingram** sewed up the AMA Invitational Pro Ice Race title in Erie, Pennsylvania... CN

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